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Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom

No. 20,267 第二萬零二百八十七號 日十二月五年亥癸 HONGKONG, TUESDAY, JULY 3RD, 1923. 二月三年十二國民華中 PRICE, $3 PER MONTH

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THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,
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89

PEAK TRAMWAYS CO., LIMITED.

TIME-TABLE.

WEEK DAYS.

7.00 a.m.,	7.10 a.m.		
7.30 „ to	8.00 „	every 15 minutes	Stopping
8.00 „ „	8.20 „	„ 10 „	
	8.30 „		Zoo Stop
	8.37 „		Stopping
	8.47 „		Non Stop
	8.54 „		Stopping
	9.04 „		Non Stop
	9.11 „		Stopping
	9.20 „		Stopping
9.30 a.m. to	11.00 „	every 10 minutes	Stopping
11.30 „ „	12.30 p.m.	„ 15 „	
	12.40 „		Non Stop
	12.47 „		Stopping
	12.57 „		Non Stop
	1.04 „		Stopping
	1.13 „		Non Stop
	1.20 „		Stopping
1.30 p.m to	4.00 „	every 10 minutes	Stopping
4.00 „ to	4.30 „	„ 15 „	
4.30 „ to	6.30 „	„ 10 „	
	6.40 „		Non Stop
	6.47 „		Stopping
	6.57 „		Non Stop
	7.04 „		Stopping
	7.13 „		Non Stop
	7.20 „		Stopping
	7.30 „		Non Stop
	7.37 „		Stopping
	7.47 „		Non Stop
	7.54 „		Stopping
	8.03 „		Non Stop
	8.10 „		Stopping

SUNDAYS.

7.00 a.m.,	7.10 a.m.		
7.30 a.m. to	9.30 „	every 15 minutes	Stopping
9.30 „ „	11.00 „	„ 10 „	
1.15 „ „	12.00 noon	„ 15 „	
12.00 noon	1.00 p.m.	„ 10 „	
1.00 p.m.	2.30 „	„ 15 „	
2.30 „ „	4.30 „	„ 10 „	
4.30 „ „	5.30 „	„ 15 „	
5.30 „ „	6.30 „	„ 10 „	
	6.40 „		Non Stop
	6.47 „		Stopping
	6.57 „		Non Stop
	7.04 „		Stopping
	7.13 „		Non Stop
	7.20 „		Stopping
	7.30 „		Non Stop
	7.37 „		Stopping
	7.47 „		Non Stop
	7.54 „		Stopping
	8.03 „		Non Stop
	8.10 „		Stopping

SATURDAYS:
Extra Car—12 midnight.
NIGHT CARS—WEEKDAYS AND SUNDAYS:
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.00 p.m. every 30 minutes Stopping
11.15 „ „ 11.45 „ „ 15 „

SPECIAL CARS
BY ARRANGEMENT AT THE COMPANY'S OFFICE ALEXANDRA BUILDINGS.
Hongkong, 1st June, 1923. [885

KOWLOON-CANTON RAILWAY.

TIME-TABLE

On and after FRIDAY, SEPTEMBER 15TH, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 10 Local	No. 12 Local	No. 2 Local	No. 7 Local	No. 11 Local	No. 3 Through Express	No. 13 Local	No. 15 Local	No. 5 Through New	No. 21 Local	No. 17 Local	No. 19 Thro' Exp.
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Kwa Tan) dep.						6.00			8.40			1.30
SHEK LUNG dep.				Sundays & Public Holidays only		9.15			11.40			4.56
Sham Chun dep.	Sundays only	7.25	8.08	8.22	10.37	12.12	11.00	2.18	4.36	6.13	6.16	6.40
Shenngshui dep.		7.32	8.13	8.34	10 44	—	11.47	2.25	4.44	6.19	6.23	—
Fanling dep.		7.38	8.18	8.38	10.49	—	11.51	2.30	4.49	6.24	6.27	—
Taipo Market dep.		7.43	8.23	8.43	10.55	—	11.56	2.35	4.54	6.29	6.32	—
Taipo dep.		7.47	8.24	10.13	11.00	—	12.07	2.37	4.56	6.31	6.37	—
Shatin dep.		8.00	8.47	10.25	11.10	—	12.23	2.50	5.12	6.50	6.56	—
Yaumati dep.	7.37	8.14	8.59	10.38	11.23	—	12.36	2.58	5.27	6.59	6.58	—
KOWLOON arr.	7.53	8.33	9.09	10.48	11.33	11.53	12.43	6.01	5.37	6.39	7.04	7.33

UP TRAINS

Stations	No. 2 Local	No. 12 Local	No. 4 Through Express	No. 10 Local	No. 6 Through New	No. 14 Local	No. 20 Joint Service Macao	No. 23 Local	No. 8 Thro. Exp.	No. 16 Local	No. 18 Local	No. 22 Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leaves Hongkong	8.30	8.54	7.40	8.30	8.50	10.15	11.45	1.01	1.55	5.10	6.10	6.55
KOWLOON dep.	8.41	7.10	8.07	8.35	8.13	10.22	12.00	1.18	2.15	4.25	5.27	7.09
Yaumati dep.	8.51	7.19	—	—	8.26	10.30	12.09	1.27	—	4.35	5.37	7.19
Shatin dep.	7.08	—	—	—	8.39	10.50	12.31	1.39	—	4.48	5.50	7.33
Taipo dep.	7.17	—	—	9.02	8.53	11.06	12.54	1.57	—	5.06	6.01	7.45
Taipo Market dep.	7.23	—	—	—	9.07	11.08	12.58	1.58	—	5.13	6.07	7.49
Fanling dep.	7.33	—	—	—	11.08	11.18	1.08	2.06	—	5.23	6.17	7.55
Shenngshui dep.	7.38	—	—	9.15	10.13	11.23	1.13	2.11	—	5.27	6.21	8.00
Sham Chun arr.	7.44	—	Sundays & Public Holidays only	9.20	10.18	11.29	1.19	2.16	3.55	5.33	6.27	8.06
SHEK LUNG arr.	—	—		10.47	1 13	—	4.53	—	6.43	—	—	—
CANTON (Tai Kwa Tan) arr.	—	—		12.10	4.04	—	—	—	8.00	—	—	—

* Will stop at Taipo and Shenngshui, except on Sundays and Public Holidays, for First-Class Passengers on Notice being given to the guard at Kowloon.
** Will stop at Taipo and Shenngshui for first class passengers on notice being given to the guard at Kowloon.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling ...dep.	7.45	11.30	2.20	6.21	Shataukok...dep.	6.20	10.15	1.05	5.00
Shataukok ...arr.	9.40	12.25	3.15	7.15	Fanling ...arr.	7.35	11.10	2.00	6.51

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.
Further information may be obtained at the Railway Offices, Kowloon, from Messrs. Thos. Cook & Son, Hongkong, or from The American Express Company, Hongkong.

53] H. P. WINSLOW, Manager.

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Kobe:—Oriental Hotel, Tor Hotel
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Matsushima:—Park Hotel
Miyajima:—Miyajima Hotel
Miyanoshita:—Fujiya Hotel
Nagasaki:—Japan Hotel
Nagoya:—Nagoya Hotel
Nara:—Nara Hotel
Nikko:—Kanaya Hotel, Nikko Hotel
Omori:—Omori Hotel
Osaka:—Osaka Hotel
Shimonoseki:—San-yo Hotel
Shizuoka:—Daitokwan Hotel
Tokyo:—Imperial Hotel, Tokyo Hotel, Tsukiji Seiyoken Hotel
Yokohama:—Grand Hotel

IN TAIWAN (FORMOSA)
Taihoku:—Taiwan Railway Hotel

IN CHOSEN
Fusan:—Fusan Station Hotel
Keijo (Seoul):—Chosen Hotel
Shingishu:—Shingishu Station Hotel

IN MANCHURIA
Changchun:—Yamato Hotel
Dairen:—Yamato Hotel
Hoshigaura:—Yamato Hotel
Hoten (Mukden):—Yamato Hotel
Ryojun (Port Arthur):—Yamato Hotel
[48

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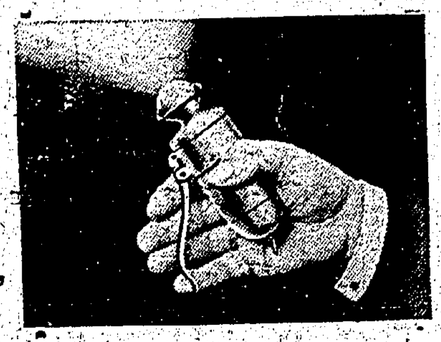

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COMPANY MEETINGS.

SHANGHAI ELECTRIC CONSTRUCTION CO., LTD.

LARGER PROFITS—IMPROVED EXCHANGE.

The seventeenth annual general meeting of the Shanghai Electric Construction Co., Ltd., was held at Basildon House, Moorgate, London, E.C., on Wednesday, May 30th, Sir Alfred Dent, K.C.M.G. (chairman of the company) presiding.

The CHAIRMAN said:—The operating profit at £96,998 shows an increase of £3,918 as compared with the preceding year. The principal variations in other sources of profit are an improvement in the profit on exchange from £15,765 to £17,160. On the other hand, interest and dividends have fallen from £5,930 to £2,286, not only by reason of the lower rate earned by bank deposits, but also because during a considerable part of the preceding year we held cash balances and securities which were ultimately used to pay Excess Profits Duty. The profit on realisation of investments was £1,209 as compared with £3,391, and this is an item which cannot, of course, be relied on as a source of income. The net result of the several variations is a profit of £113,299, as compared with £112,945, giving us the slight advantage of £354.

As regards appropriations, the Board thought it wise to increase the reserve for renewals from £10,000 to £15,000, which is not greatly in excess of the actual expenditure on renewals during the year. This appropriation raises the reserve for renewals to £94,314, which is equal to nearly 20 per cent. on the construction expenditure account. An appropriation of £5,000, being the estimated liability to Corporation Profits Tax, has also been made, and the sum of £2,531 has been allocated to the staff provident fund, the nature of which was explained in my speech of a year ago. After making these appropriations, there remains a balance of profit sufficient to permit of a final dividend of 8 per cent., making 20 per cent. for the year, and of increasing the carry forward from £6,261 to £17,629.

SUBSIDIARY COINAGE DEPRECIATION.

An increasingly serious factor affecting the profit-earning capacity of the Company is the loss by depreciation on subsidiary coinage, which rose to £139,757, calculated at 2s. to the $. There is, unfortunately, no indication during the current year of any improvement in the percentage of loss, but reference is made in the directors' report to a hope of counteracting the loss, and beyond assuring you that this reference was made advisedly, it is undesirable that I should state the form which it is hoped the relief will take.

The reference which has been made in the report from year to year to the extension of the Company's system under railless traction appears again this year. Negotiations with the Council have been long-drawn out, but agreement has been reached on nearly every point, and the preparation of a draft concession by the Council's legal advisers may be regarded as an indication that negotiations have nearly reached finality. A satisfactory feature of the terms of the concession is that there will be no capital expenditure by the Company in respect of the reconstruction of roads in such a way as to fit them for use by railless omnibuses, nor will there be any charge for maintenance. That expenditure is to be undertaken by the Council, and the Company is to pay two Mexican cents per car mile for the use of the roads so reconstructed, which will take the place of interest on capital and cost of maintenance. The advantage of this arrangement is that it will restrict our expenditure on the extension to the provision of rolling stock overhead equipment and additional car-shed accommodation.

THE SINGAPORE TRAMWAYS.

For a considerable time past we have had the Singapore tramway system under observation, and Mr. McColl made an exhaustive report on it in 1918. This undertaking, which was far from prosperous in 1918, continued to suffer for want of funds necessary to bring it into an efficient condition, and early in 1922 we were approached with a view to our interesting ourselves in its rehabilitation. Mr. McColl then visited Singapore on his way home in order to bring his information up to date, and as the result of negotiations with the Municipal Commissioners of Singapore for a new concession, and with the Company and subsequently with the Receiver for the debenture holders in regard to financial and administrative matters, the point indicated in the directors' report has been reached. We are assisting the Receiver in carrying on the business, and it is satisfactory that

(Continued at foot of next column.)

the average weekly takings of the tramways are now considerably more than double what they were at their lowest point. In view of the dilapidated state of the tramway track and the cost of renewing it, it is intended that the traffic business in Singapore should be re-established under railless traction on terms similar to those which I have indicated as forming part of our Railless Concession in Shanghai. Mr. McColl, who has made an exhaustive study of local conditions, is of opinion that railless traction is specially applicable to Singapore conditions, and that a large and profitable business can rapidly be built up. An agreement with the Commissioners for the supply involved the Singapore Company in very heavy losses, and it is one of the terms of the reorganisation that fresh arrangements in regard to the supply of power are to be made.

The financial conditions of the reorganisation provide for the conversion of the existing debentures of the Singapore Company into shares of a new company, and for the claims of the unsecured creditors and shareholders to be satisfied in a similar way. This will permit of the new capital, after payment of the cost of the reorganisation and the Receiver's indebtedness, being applied entirely towards the re-equipment of the undertaking, while the existing assets, which are of considerable value, quite apart from the concession, will form a margin of security. The administration of the new company, both in this country and in Singapore, will be in the hands of our company, and we are to receive in return for financial and administrative assistance, a half-share of the profits. It is believed that by guaranteeing the new Company's debenture stock and undertaking the management, this Company's credit and its experience in traction business can, without employing any of its cash resources, be turned to profitable account to the mutual advantage of the creditors and shareholders of the Singapore Company and of ourselves.

THE LOCAL BOARD AND STAFF.

Before concluding, I should like to express the Board's appreciation of the services which have been rendered by the Local Board, the General Manager, the Deputy General Manager, and staff. It is their capacity for steady, reliable work and for overcoming the difficulties which are inseparable from any business of importance that the success of our undertaking depends, and we feel that our thanks are due to them for the satisfactory way in which they have discharged their duties.

I beg now to move:—"That the report of the directors and the statement of accounts for the year ended December 31st, 1922, be, and are, hereby approved and adopted, and that a final dividend of 8 per cent., less income tax, making 20 per cent. for the year, be, and it is hereby declared."

Mr. J. S. Haskell seconded the resolution, and it was carried unanimously.

EXTRAORDINARY MEETING—£1 SHARES.

An extraordinary general meeting of the company was then held to consider a resolution for the sub-division of the shares by splitting the existing £10 shares into ten shares of £1 each.

The following resolution was passed unanimously:—"That each of the 40,000 shares of £10 each constituting the present issued capital of the Company be subdivided into ten shares of £1 each, and that the shares resulting from such sub-division be re-numbered in such manner as the directors may determine."

GARAGE THREATENED BY A MOB.

MANAGING-DIRECTOR'S DEFENCE WITH REVOLVER.

Lam Wing Yan, stated to be managing-director of the Hong Lok Garage, 18, Anton Street, appeared before the Magistrate (Mr. J. R. Wood) yesterday morning charged with shooting and wounding a rickshaw coolie.

From the evidence it appears that a number of rickshaws have been removed from their old stand outside the Naval Canteen, and made to park on the road outside the garage. The coolies lined up their rickshaws in such a way as to obstruct the passage of motor-cars into the garage. One of the defendant's cars tried to get into Anton Street from the Praya and found his way blocked by the rickshaws. He drove on, thus making the coolies scatter, and trouble resulted. About fifty coolies clamoured round the garage, armed with bamboo poles, and started to threaten the defendant, who drew his revolver and fired one or two shots into the air. This had no effect, so he aimed low and hit a coolie in the leg. This particular man was about to strike him with a bamboo pole. He only fired in self defence, and he had a permit for the revolver.

The case was remanded, and bail of $500 allowed.

This defendant's brother was then charged with disorderly conduct.

It appears that he came to his brother's aid during the trouble, and used a spanner as a weapon.

He also was remanded, bail of $25 being allowed.

IMITATED BY MANY.

PERFECTION SCOTCH

EQUALLED BY NONE.

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W. P. SIMPSON
(LATE OF DISS BROS.)

TAILOR & BREECHES MAKER

has opened Business at
ASTOR HOUSE BUILDING,
Queen's Road Central,
2nd Floor [785

PRESCRIPTIONS

When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here and the result will be satisfactory.

THE PHARMACY,
THE ESL[BUILDING (OPPOSITE ICE HOUSE ST.)

THE TYPHOON.

SHIPPING AT A STANDSTILL.

The force of the typhoon increased considerably during Sunday night and at 11.30 p.m. the Star Ferry service was suspended, with the result that many people found themselves stranded in Kowloon and Hongkong. There was a high tide at this hour which made the harbour more restless than ever. Throughout the night the wind blew with almost hurricane force and at 6 o'clock yesterday morning the Observatory report posted to the Star Ferry wharves showed the typhoon to be within a radius of 30 miles of 21 N. and 113 E. and moving in a N.N.W. direction. During Sunday its position had changed. Instead of moving W.N.W. towards Kwangchowwon, the wind had gone round several points towards the North which brought it much nearer to Hongkong and Macao. During the day its centre had travelled from about 150 miles south of Gap Rock to within about 75 miles of Hongkong and about 60 miles of Macao. It is quite likely that Macao would receive a much worse buffeting than Hongkong and news from that port will be awaited with interest.

Yesterday morning despite the heavy swell on the harbour and the strong gale which was blowing the ferry service was resumed as usual, but warning notice, was displayed on both wharves, that the service might be suspended at any moment. The boats, however, continued to run throughout the morning and by tiffin time there appeared to be a slight moderation in the force of the gale. The No. 6 typhoon signal remained up all the morning.

There was another exceptionally high tide, yesterday morning, which washed the Praya at certain places, particularly at Centre Street, which is not far from the Cheung Chau Ferry Wharf. At this spot there was at times about a foot of water on the Praya. There was not a steamer to be seen alongside the wharves of the Praya, whilst on the Kowloon side the s.s. *Khiva* and the s.s. *Takada* were the only two to remain at the Hongkong and Kowloon Wharf Godown Co.'s wharves.

Very few ships entered the Port during the week-end. On Saturday a small number entered and on Sunday after tiffin time, the only two to come in were the P. & O. s.s. *Khiva* from Home, and the s.s. *Sui An* from Macao. The latter boat arrived at about 7.30 p.m. with a large number of week-end excursionists. They had a bad tossing and nearly all the passengers suffered from *mal de mer*. The s.s. *Heungshan* which was reported to have left Canton at 5 p.m. for Hongkong failed to put in an appearance during Sunday night, though her usual time of arrival is about 11 p.m. and it was concluded that she had taken shelter and dropped anchor up the river. The Canton and Macao steamship services were entirely cancelled yesterday and all river steamers in Hongkong had left their berths for shelter, some of them as early as Saturday evening.

There was some excitement along the Praya yesterday morning when a small launch, the *Foolee*, tried to berth alongside the small wharf just below the Canton Wharf. She tried for some thing like half an hour to get alongside and in the end she was compelled to creep alongside the Praya wall, where she was badly buffetted. She landed a few passengers and shortly afterwards made for the other side as fast as she could. The efforts of the launch to come alongside the wharf was witnessed by a large crowd of Chinese.

The Sanitary Department scavenging lighters and launches are, of course, unable to go to sea on their usual refuse dumping voyages, and the result was that yesterday the garbage dumped at the Sanitary Board wharves at Jubilee Street and near the Wanchai Fire Station had increased to considerable dimensions whilst the odour arising from the foul heaps as the day were on was highly offensive.

NO IMPORTANT DAMAGE.

No damage was caused in the Colony of any importance. Several matsheds were wrecked and a certain amount of damage was done to trees in all parts of the Colony, many young trees being uprooted. At Kowloon on the site of the Fair, the matsheds suffered badly and the animals, which were exposed to the wind and rain, manifested resentment by pathetic howls throughout the night. The gentler animals, such as the deer, were cowed and frightened. The elephant alone seemed unconcerned, bearing their woes with indifference, and making the most of their opportunity to feed on the grass around.

A matshed in Chatham Road, close to the children's playground, was blown down, and the wind played havoc with the hoarding around the Peninsula Hotel.

The big matshed grandstand at Happy Valley, used for watching "the ball game," was wrecked during the night, the Western end having simply collapsed. One or two trees in the road encircling the Valley were blown down, and a fair amount of damage was done to matsheds in the village at Wongneichong. One or two matsheds belonging to small farmers in that district came crashing down on their owners' heads during the night.

A huge matshed theatre recently erected at Shaukiwan was also blown down.

A NARROW ESCAPE.

TYPHOON PASSES CLOSE TO HONGKONG.

Hongkong had a very narrow escape from being struck with the typhoon. The Observatory report issued at 11.30 a.m. states that after the typhoon had "commenced to curve to the N.N.W." it "passed very near to Gap Rock at 8 a.m." The report further states that the typhoon "will probably strike the coast a little to the West of Macao."

No steamers arrived from Macao yesterday and none were despatched to that port from Hongkong but it is presumed that Macao weathered the storm successfully or news would have reached Hongkong by cable.

Yesterday after tiffin the weather moderated considerably and in the course of the tiffin hour the red flags, which had been flying all the morning at the Star Ferry wharves (giving warning that the service might be suspended any moment) were lowered. Later in the afternoon the No. 6 typhoon signal was taken down and in its place No. 3 signal (gale expected from the S.E. to S.W.) was hoisted. By 5 p.m. the harbour had quietened down and small craft returned from the shelters. Shipping became busy and several vessels left port ere nightfall. The s.s. *Heungsham*, already mentioned in this report, arrived in Hongkong yesterday afternoon at 3 o'clock after spending the night in sheltering up the Canton River. It appears that she passed the *Fatshan* two hours after leaving Canton. The *Fatshan* signalled the latest weather information from Hongkong and the skipper of the *Heungshan* decided to drop anchor and wait for the typhoon to blow over. This vessel left Hongkong for Canton at 4 p.m. yesterday in order to take up her scheduled sailing from Canton this morning. The *Kwshan* also left for Canton at 7 p.m.

WHERE THE TYPHOON STRUCK.

At 6 p.m. a report was issued from the Observatory giving the position of the typhoon within a radius of 30 miles off 22(N.) and 112(E.), which means that the storm must have entered the coast at a spot some 50 or 60 miles to the West of Macao. The typhoon in moving West from Gap Rock must have travelled perilously near to that port; probably passing over the Island of Tongkwa and St. John. No. 3 signal was still up at a late hour last night.

A DANGEROUS BURDEN.

TRAM-CAR PASSENGER WHO CARRIED DYNAMITE.

A Chinese alighting from a tram-car with a canister under his arm aroused the suspicions of the police in Eastern Street on Saturday. He was followed, stopped, and searched. The canister was found to contain dynamite, fuses, and a detonator. He told the police that he intended to take an Aberdeen 'bus to Aplichau. The police, however, thought he had already acted dangerously enough, and arrested him.

He was charged at the Magistracy yesterday morning before Mr. J. R. Wood, for being in illegal possession of the explosives.

The man's master stated that the defendant was his foki. He used to have a permit for dynamite, but he had since handed it back to the police.

His Worship (addressing Inspector Caygill): What do they do when the permits run out?

The Inspector replied that the usual custom was to hand the dynamite back to the police. The Government then took it over, and disposed of it on behalf of the contractor.

Defendant was fined $100 and given the option of two months' hard labour.

A CASTLE PEAK ROAD MISHAP.

MOTOR-CYCLE COMBINATION SMASHES INTO DITCH.

A European member of the American Express Co., has reported to the police that he was motor-cycling towards Castle Peak at about 3.30 p.m. on Sunday, when he noticed another motor-cycle and side-car ahead. The combination was driven by a Chinese; a Chinese woman was in the side-car, and a Chinese girl on the pillion. Near Tim Kau the rear cyclist saw the front machine swerve and crash into the ditch. He went to their assistance, and found the man and two women suffering from shock and abrasions. He conveyed all three to the Kwong Wah Hospital.

LAUNCH AT KOWLOON DOCKS TO-DAY.

STEAMER FOR HONGKONG-CANTON SERVICE.

The twin screw steamer *Lung Shan*, built by the Hongkong and Whampoa Dock Co., Ltd., at their works in Kowloon, for the Hongkong, Canton and Macao Steamboat Co., Ltd., will be launched to-day (Tuesday) at about 11.30 a.m. This steamer has been built for the Hongkong-Canton river service, and her principal dimensions are as follow: Length overall, 300ft.; length between perpendiculars, 290ft.; breadth moulded, 54ft.; depth moulded, 14ft. 6in. The *Lung Shan* has three decks and accommodation is provided for 51 1st saloon passengers in 17 two-berth state-rooms and 17 single-berth rooms; also for 84 2nd saloon passengers in two, three and four-berth rooms.

The dining saloon is situated at the fore end of the saloon deck and is handsomely panelled and finished with hardwood pilasters. Fourteen tables, seated for four, are provided; also upholstered settees and lounge chairs and large teak-wood sideboard. The floor is laid with parquetry.

The 1st class state-rooms are large and airy, being fitted with all the latest conveniences. Lavatory accommodation is on a generous scale, and all the fittings are of the best description. The 2nd class state-rooms are situated at the after ends of the boat and saloon decks, and are furnished with wire mattresses, sparred seat, wash-basin, mirror, etc. A small saloon is reserved for ladies.

The captain, officers and engineers are housed on the boat-deck forward in large rooms, their quarters being separated from the cabin passengers by a steel bulkhead and grill.

As usual in the river steamers, the crew's accommodation is fitted in the forecastle and here is also a powerful steam windlass by Clarke Chapman & Co., which, besides working the cables, actuates a shaft connected to the warping capstan on the forecastle head. A similar function astern is provided by a steam capstan at the after end of main deck.

The ship is fitted with a complete double bottom. There are two main holds and a silk room. A strong room and a mail room are also provided. The rudder is controlled from the bridge by a system of rods laid to Hastie's steam steering gear, and thence to quadrant at rudder head by chains and rods.

The electric installation consists of two 10 k.w. dynamos. The vessel will be propelled by two sets of triple expansion direct-acting surface-condensing engines, each having three cylinders, 20in.—33in.—55in. diameter×30in. stroke. Each engine is fitted with a surface-condenser of the uniflux type with a seperate steam-driven circulating-pump to each condenser. The air-feed and bilge pumps are worked by levers off the L.P. engine. The boilers, four in number (15ft. 6in. diameter× 11ft. 7in. long) are each fitted with three Morrison's corrugated furnaces with patent withdrawable back ends, 3ft. 8in. internal diameter, constructed to Board of Trade requirements for a working pressure of 200 lbs. per square inch, working under Howden's forced draught.

The auxiliary machinery consists of one pair of Weir's pumps, working in conjunction with a Weir's direct contact feed water-heater; one ballast pump, one sanitary pump, and one general service pump. The coal bunkers have been constructed so that they can carry oil fuel, should it be desired to burn oil instead of coal. The ship has been built under the general supervision of Captain Innes and Mr. F. W. James, whilst, Mr. J. N. McDougall has been the Company's overseer during construction.

MOTOR CAR HOLD UP.

EVIDENTLY THE WRONG CAR.

A car belonging to the Dragon Garage was proceeding along the Sack O-Stanley Road at about 9 p.m. on Sunday night, when two Chinese caused it to stop. They brandished revolvers in the driver's face, but after questioning him they allowed the car to proceed. They stole nothing, and in no way molested the driver. It is believed they were waiting for another car.

SINGAPORE NAVAL BASE.

MR. MASSEY'S APPROVAL.

Mr. Massey, speaking in Auckland, on May 24th, said that the selection of Singapore as a naval base was worthy of all possible encouragement by the countries endeavouring to establish the Empire firmly in this part of the world. Far from being a possible cause of war, this decision would prove a great factor in the promotion of peace.

Mr. Massey was presented with a public address from the citizens of Auckland in recognition of his services to New Zealand and the Empire.

SPORT.

LAWN BOWLS.

TAIKOO NO. 2 DEFEATED.

Taikoo No. 2 bowling team, who up to the last week-end had not suffered a reverse, had their honours lowered in a surprising manner on Saturday by the Civil Service team which has figured at the bottom of the league. The defeat was decisive, the home team winning by 12 points.

Kowloon Dock, by defeating the Police by 6 points, retains its lead at the head of the League. Last year's champions, the Kowloon Bowling Green Club, were badly defeated by Taikoo No. 1, whilst Craigengower secured a very narrow victory over the Kowloon Cricket Club.

Scores:—

CIVIL SERVICE v. TAIKOO NO. 2.

Played on the Civil Services greens.

Scores:—

CIVIL SERVICE.		TAIKOO NO. 2	
Oswick		Laing	
R. Vergette		O'Brien	
Keegan		D. Morrison	
C. Pathyjohns (S)	17	J. MacLachlan (S)	20
T. Laing		Dickens	
Cullip		Amery	
Sullivan		Sloan	
W. Hill (S)	24	R. Wallace (S)	15
Flegg		Barker	
S. Alderman		Holland	
F. Allen		McLeod	
A. B. Allan (S)	23	G. Morrison (S)	17
Total	64	Total	52

POLICE R.C. v. KOWLOON DOCKS.

Playing away, Kowloon Docks nearly lost this match, only the fine play of the last rink saving them. Scores:—

POLICE.		KOWLOON DOCK.	
Taylor		C. Atkinson	
A. Clark		J. Brown	
J. Robertson		J. Puncheon	
J. Clark (S)	20	D. Gow (S)	17
Knight		McKelvie	
Nicoll		D. Keith	
W. Mair		A. Gourlay	
W. Gerrard (S)	31	S. Gray (S)	17
J. Grant		Johnstone	
Shepheard		Henderson	
J. Ogg		W. Hedley	
Grimmett (S)	14	R. Lapsley (S)	37
Total	65	Total	71

TAIKOO NO. 1 v. K.B.G.C.

Playing away, the K.B.G.C. sustained heavy defeat, the scores being:—

TAIKOO NO. 1.		K.B.G.C.	
Whyte		W. Macfarlane	
J. Sloan		Mc Kay	
J. Russel		D. Harry	
A. Hamilton (S)	22	W. Russell (S)	12
T. Grimes		J. Kynoch	
H. Maxwell		A. Whibley	
T. Young		R. Hall	
J. Ferguson (S)	29	W. J Crawford (S)	14
T. Grimshaw		J. Barr	
S. Lillicrapp		P. Farrell	
W. Weir		L. Guy	
Wotherspoon (S)	28	G. R. Edwards (S)	7
Total	79	Total	33

K.C.C. v. CRAIGENGOWER.

This match, played on the Kowloon greens, was most exciting, the visitors securing victory by one point. Scores:—

K.C.C.		CRAIGENGOWER.	
D. Davies		C. Alves	
D. Purves		L. Lammert	
J. Cornley		U. Omar	
J. Hyde (S)	22	R. Basa (S)	18
A. Davidson		L. Rose	
C. Dance		Rosselet	
C. Tacchi		A. Forbes	
H. Stevens (S)	20	C. Greener (S)	18
R. Chatterton		G. Green	
S. Harridge		M. Souza	
H. Overy		A. Macfarlane	
J. Gibson (S)	16	B. W. Bradbury (S)	23
Total	58	Total	59

LEAGUE TABLE.

	P.	W.	L.	Pts.
Kowloon Dock	8	7	1	14
Taikoo No. 2	8	5	1	10
K.B.G.C.	7	4	3	8
Police R. C.	7	4	3	8
Taikoo No. 1	8	4	4	8
Craigengower C. C.	8	3	5	6
Civil Service C. C.	8	2	6	4
Kowloon C. C.	8	1	7	2

SHOTS FOR AND AGAINST.

	FOR.	A'ST.	UP.	DOWN.
Kowloon Dock	498	404	94	—
Taikoo No. 2	373	302	71	—
K.B.G.C.	427	382	45	—
Taikoo No. 1	503	435	68	—
Police R. C.	407	416	—	9
Craigengower	441	463	—	22
Kowloon C.C.	408	488	—	80
Civil Service	395	562	—	167

FIEUZAL GLASSES

Out of doors there is nothing so restful and comfortable for the eyes as the light reflected from green fields and trees, the absorption of the ultra-violet and orange rays by the chlorophyll of the leaves; hence the introduction of Fieuzal Glass, yellowish green in colour, which is produced in several shades, and lenses made of this may be worn as a protection by over-sensitive eyes where it is desirable to tone down excessive light and glare. Fieuzal lenses of any prescription in either regular or Toric forms are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road Central.—Advr. [563

CUT GLASS.

BEAUTIFUL NEW DESIGNS.

GUARANTEED GENUINE.

FLOWER BOWLS

WATER JUGS

FRUIT STANDS

SWEET DISHES

CAKE BASKETS

WINE GLASSES

SUITABLE FOR PRESENTATION

INSPECTION CORDIALLY INVITED.

SALAD BOWLS

CELERY VASES

1st FLOOR.

LANE, CRAWFORD, LTD.

THE BAKERY DEPARTMENT

OF

CAFÉ WISEMAN

All Bread sold by Cafe Wiseman is made by machinery under the most scrupulously clean and hygienic conditions. The ingredients used are of the very finest quality obtainable. Purity and excellence guaranteed. The old methods of making Bread by hand have been entirely done away with. We have now obtained the services of an Expert European Baker.

Cafe Wiseman Bread can be had in the following kinds:—Sandwich, Tin, Coburg, French, Vienna, Household, and Brown Bread.

LANE, CRAWFORD, LTD.

SPECIAL

ADVANCE JULY

COLUMBIA

NEW PROCESS

DANCE RECORDS

AT

ANDERSON'S

2, QUEEN'S BUILDINGS. TEL. C. 1322.

Wm. Powell Ltd.

TELEPHONE C. 346.

FOR THE RAINY SEASON

CHILDREN'S LIGHT WEIGHT

RAINCOATS AND CAPES

A GOOD RANGE OF SIZES.

NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "KHIVA."

Arrived HONGKONG on 1ST JULY, 1923.

FROM ANTWERP, LONDON, PORTSAID, ADEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, 1st July, 1923. [1015

CHINA MINING & METAL CO., LTD.

NOTICE OF REMOVAL.

ON and after the 1st JULY, 1923, the Registered Office of the above-named Company will be located:— c/o JOHNSON, STOKES & MASTER, PRINCE'S BUILDING, HONGKONG.

CHINA MINING & METAL CO., LTD.

Hongkong, 30th June, 1923. [1013

NOTICE.

ALL Friends of the American Community are cordially invited to a THE DANSANT at the HONGKONG HOTEL GRILL on JULY 4th, between the hours of 4 P.M. and 6.30 P.M.

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NOTICE.

AN OFFICAL RECEPTION will be held at the AMERICAN CONSULATE-GENERAL on WEDNESDAY, JULY 4TH, from 12 A.M. to 1 P.M. in celebration of the NATIONAL HOLIDAY of the United States.

[1017

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that Certificate No. 8773 for 200 Shares numbered 77151 to 77200, 47201 to 47250, 110052 to 110076, 121988 to 122037 84151 to 84175; Certificate No. 8774 for 200 Shares numbered 50501 to 50600, 37101 to 37200; Certificate No. 8775 for 50 Shares numbered 69951 to 70000 all registered in the Name of MR. LAM CHOR YIN have been LOST or DESTROYED; and should these Certificates not be produced to the Company before the 7TH DAY of JULY, 1923, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 7th June, 1923. [922

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of Six Dollars per Share for the Six Months ending 30TH JUNE, 1923, will be payable on TUESDAY, JULY 24TH, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 9th, to MONDAY, the 23RD JULY (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, L. S. GREENHILL, Acting Secretary.

Hongkong, 25th June, 1923. [995

LADIES and GENTLEMEN Suffering from any kind of Disease, however complicated and long-standing the case may be, are requested to write present condition of the disease. Full particulars of treatment, advice, etc., free under cover. "SRI" WORKS, Beadon-square (H.P.), Calcutta (India).

[105

NOTICE TO CONSIGNEES

FROM NEW YORK.

THE Steamship

"GAELIC PRINCE"

having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on Tuesday, 3rd July, at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 4th July will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bill of Lading well be countersigned by

FURNESS (FAR EAST) LTD., St. George's Building.

Hongkong, 25th June, 1923. [1010

INTIMATIONS

THE HONGKONG JOCKEY CLUB.

AN EXTRA GYMKHANA MEETING will be held (Weather Permitting) at HAPPY VALLEY, on SATURDAY, JULY 7TH, commencing 3.30 P.M.

The Charge for Admission to the Public Enclosure will be $1.

Soldiers and Sailors in Uniform—Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the reight of introducing 2 non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINSTEAD & DAVIS at $5 each up to FRIDAY, JULY 6th.

The Stewards invite the Ladies of Hongkong to be present. [1003

THE CHINESE ENGINEERING AND MINING COMPANY, LTD.

6% FIRST MORTGAGE DEBENTURES (KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on 1st JULY, 1923, will be made on presentation of Coupon No. 22 at any of the undermentioned Banks, viz.:—

HONGKONG AND SHANGHAI BANKING CORPORATION. CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. RUSSO-ASIATIC BANK.	At Tientsin, Shanghai or Hongkong.
BANQUE DE L'INDO-CHINE.	Tientsin and Hongkong only.
BANQUE BELGE POUR L'ETRANGER.	At Tientsin and Shanghai only.

The Interest, less Income Tax at 4s. 6d. in the £, will be:—

	s.	d.
ON £20 DEBENTURES:		
Per Coupon (Gross)	12.	0.
Less Tax at 4/6 in the £	2.	8. 2/3
Net amount payable	9.	3. 3/6

ON £100 DEBENTURES:			
Per Coupon (Gross)	£3.	0.	0.
Less Tax at 4/6 in the £		13.	6.
Net amount payable	£2.	6.	6.
ON £500 DEBENTURES:			
Per Coupon (Gross)	£15.	0.	0.
Less Tax at 4/6 in the £	3.	7.	6.
Net amount payable	£11.	12.	6.

Payment will be made in Taels at the Demand Buying Rate of exchange of the day the Coupon is presented.

By Order, THE KAILAN MINING ADMINISTRATION, (Sgd.) W. S. NATHAN, General Manager.

1009]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

MONDAY, the 16th JULY, 1923, commencing at 3.00 P.M., at their Sales Room, DUDDELL STREET.

ONE SET OF MINT MACHINERY.

This lot comprises a complete set of Mint Machinery, capable of producing 100,000 (one hundred thousand) pieces 10-cent (twenty cent) coins or 200,000 (two hundred thousand) pieces 10-cent (ten cent) coins per working day of 10 hours

(Further particulars and inspection orders may be obtained from Messrs. Gilman & Co., Ltd., or the Undersigned.)

Terms:—20% of purchase money to be paid on fall of hammer. Balance to be paid within two weeks of day of sale.

LAMMERT BROTHERS, Auctioneers.

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PARTICULARS of VALUABLE LEASEHOLD PROPERTY Situate No. 13, WING HING STREET, VICTORIA, HONGKONG, To be Sold by Order of the Mortgagee By PUBLIC AUCTION, IN ONE LOT On TUESDAY, The 17TH DAY of JULY, 1923, at 3 O'CLOCK P.M. By Messrs. LAMMERT BROTHERS At THEIR OFFICE, DUDDELL STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section 'A' of Inland Lot No. 2166 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street.

Particulars and Conditions of sale may be obtained fro

Messrs. HASTINGS & HASTINGS Solicitors, 8, Des Voeux Road Central. and Messrs. LAMMERT BROTHERS Auctioneers

HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO., SHARE AND LAND BROKERS, No. 8, Des Voeux Road, 2nd Floor. Telephone No. C. 4306. [107

INTIMATION

TOILET SOAP BARGAIN

Yardley's Oatmeal Soap...	50 cts.	per box
Coal, Tar Soap..	50 ,,	,,
Carbolic	50 ,,	,,
Colgate's Floating Bath Soap	20 ,,	per Tab
Vinolia L. & L. Soap	50 ,,	per box
Carbolic Soap ...	50 ,,	,,
Coal Tar Soap...	50 ,,	,,
Medical Soap...	$1.20	,,
Terebene Soap..	1.20	,,
Zambuk Soap	1.75	,,
Cimolite Soap	1.00	,,
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The Daily Press.

HONGKONG, JULY 3RD, 1923.

A NEW OPIUM SYSTEM FOR HONGKONG?

FULLER reports are now to hand of the discussion which took place at the meeting of the Opium Commission of the League of Nations at Geneva in May. A paragraph in the report of particular interest to this Colony reads:

The English proposal regarding the Far East was that the interested Powers shall agree to fix a uniform maximum limit for the amount of prepared opium to be placed on sale for consumption, and to revise the maximal limit periodically with the aim of further reducing it. The British delegate declared his country's willingness to adopt such a system for Hongkong, and the Dutch delegate, M. VAN WETTUM said, "Holland is ready to accept the British suggestion."

We do not know whether the Colonial Government was consulted before the Commission was informed of Great Britain's willingness to adopt such a system for Hongkong. The pledge is certainly in conflict with the pronouncements of the Hongkong Government on the subject, and in conflict also with the Note which Sir MALCOLM DELEVINGNE (representing the British Home Office) presented to the Commission concerning the legitimate requirements of opium in Hongkong "to explain the Government's proposal to increase imports." The Note stated "that the geographical position of the colony made it virtually impossible to prevent smuggling from the mainland, and that if Government supplies were restricted extensive smuggling would result." Experience has proved this. It has been, of course, the aim of the Government since it instituted the Opium Monopoly in 1914 to reduce the supplies and to finally put an end to the smoking of opium in the Colony. With this object in view the Government proposed to gradually increase the selling price of the drug to a prohibitive figure. The result of this policy has been to make the smuggling of opium into the Colony an attractive and highly profitable enterprise. Government, during the nine years' existence of the Monopoly, has raised the selling price from $6 to $14.50, and the authorised import of opium has been substantially reduced, but everybody knows that in spite of the fact that a large staff of revenue officers is employed in the work of preventing smuggling, the amount of opium smuggled into the Colony in the space of a year must be considerable. In the course of the Budget debate last year the Officer Administering the Government said: "It is well known that opium can be freely purchased in China at a price much below the Hongkong price, and the wider these two prices are apart, the greater is the incentive to the smuggler; until a point is reached where preventive measures, with their attendant abuses, bring great harm to the trade and popularity of the port. It must be remembered that in a place such as this, where thousands of persons pass daily to and from Canton, nothing short of rigorous personal search can be finally effective." Obviously, the only solution is restriction of production, but while government in China remains utterly paralysed it is impossible to expect that this policy can be effectively carried out. Opium appears to be grown in China at the present time on a very extensive scale, and if it is bringing no revenue to the Central Government of China it cannot be denied that it is proving a highly profitable source of income to the officials in the opium-growing provinces, where there is no secret about the taxation of the drug. In the circumstances the proposal to fix a maximal limit for the amount of prepared opium to be placed on sale, and to revise the maximal limit periodically with the aim of further reducing it, appears to be not a practical policy in a place like Hongkong. The object in view would be better served by an international agreement upon a uniform selling price, but there must always be a doubt as to whether any pledge in the matter given by China would be effectively enforced.

Sir William and Lady Brunyate left yesterday for the North by the P. & O. steamer *Khiva*.

We understand that the statement published by an evening contemporary that the new Kowloon Hotel has been taken over by Mrs. Ogilvie is, to the say the least, premature.

Capt. Ross of the s.s. *Yue Ying Wa* reported to the Harbour Office on Saturday that during the voyage of the vessel to Hongkong the ship's carpenter fell overboard and was drowned.

The Victoria Recreation Club's next Night Swimming Fete will be held on Friday next, July 6th, wet or fine. The Brunswick Studio Band will be in attendance.—ADVT.

The late Sir Charles James Tarring, of Arkwright road, Hampstead, formerly professor of Law in the Imperial University of Japan, later Judge of the British Consular Court at Constantinople, and Chief Justice of Grenada who died recently at the age of 77 left estate worth £1,585.

The April number of *La Géographie*, the official journal of the Société de Géographie, Paris, gives an interesting account of General Sir George Pereira's journey to Lhasa. The journey commenced in January, 1921 and lasted for close on two years, during which time over 7,000 miles was traversed by the General and his party. Although brief, this record of General Pereira's long trek gives the reader a very good idea of what the trip involved, and some of the most exciting incidents on the way.

It is stated in the American papers the international police chiefs' convention in New York learned a new method of secret communication from Wang Gu Pang, Chief Inspector of Kiangsu, China. The system consists of movements of the eyebrows, eyes, mouth and hands, which form a code that enables two detectives to communicate during the examination of a prisoner, in the midst of a mob, or at other times when secret police communication may be valuable. It was suggested, after Mr. Wang had explained his system of signals, that the code he used be translated into English and foreign languages and sent to all police departments of the world for use in handling certain situations.

In recent London papers under the heading "The Bankruptcy Act, 1914: Receiving Orders" appears the following announcement. "Grant, A.W., lately residing at 91, Lexham-gardens, a member of Thatched House Club, St. James's, London, S.W., but whose present residence the Petitioning creditors are unable to ascertain, retired civil servant."

In the May issue of *Blackwood*, Mr. T. Powell recounts his experiences of a "Fortnight in Indo-China." His submarine was being refitted at Hongkong, and securing a fortnight's leave, he made for Haiphong and Hanoi. He was very fortunate in the company he fell in with and had some excellent big game shooting, which embraced deer, wild pig, *seladang* (*beuf sauvage*, as the French term him), and finally elephant. No wonder after this he returned regretfully to Hongkong, being shipmates on the trip with a deck cargo of pigs. He confesses he was a novice at big game, "but a sportsman who could not get some amusement, not to say delirious excitement, in the foothills of the mountains of Annam would indeed be hard to please."

Messrs. G. C. Bonehill, Ltd., Birmingham, recently wrote to a London paper saying that in November last they wrote the Postmaster-General directing his attention to the inconvenience and expense which arise from the prohibition of despatch by parcels post of fire-arms to various places abroad, and asked for removal or modification of this restriction, so as to provide for parcels containing firearms being delivered by parcels post against production of Governmental permit (if necessary). They state they are now pleased to have received communication from the Secretary of the Post Office that "parcels containing arms sent to China will be delivered on production by the importer of a permit from the Chinese Government, and that an amendment to this effect will be made in the next edition of the Post Office Guide." It is presumed the relaxation of the former regulation applies to some other countries as well as China.

Bishop Brent, formerly of the Philippines, but now Bishop of Western New York, made a statement at the recent session of the Opium Commission at Geneva, in regard to the situation in the Philippine Islands. When the Americans occupied the Philippines in 1898 there were, he said, nearly 70,000 Chinese in the islands out of a total population of 7,500,000. The American Government decided at once to reduce the importation and consumption of opium. These measures have had excellent results as shown by the importation figures. From 1900 to 1903 a total of 955,882lb. of opium was imported into the Philippines to a total value of $1,403,112 (£230,000). From 1918-1921 the importation reached a total of only 2,214lb., with a value of $25,290 (£5,000), although during the last twenty years the population has increased by nearly 2,500,000. The Dutch delegate expressed the opinion that the immense quantity of opium seized in the Philippines makes it probable that much of the smugged opium actually arrived at its destination. Some stir was created at the sitting when Sir John Campbell representing India, drew attention to figures in the report showing that while India in 1920 exported 8,000 kilos. of raw opium to Formosa, 88,000 kilos. reached Formosa from the United States. Bishop Brent brought a reply to a later session, when he admitted the figures, but said that since the Jones-Miller Act came into force last year narcotics were no longer allowed to go through.

ITALY AND CHINA

MUSSOLINI'S VIEWS.

The Diplomatic Correspondent of the *Daily Telegraph* last month wrote that Signor Mussolini inclines to the American view on the subject of the Chinese bandits, that the Powers would do well to assert themselves by military action, if necessary, against the authors of the outrages upon their nationals.

The Foreign Affairs Committee of the Sejm has passed a motion demanding that the Polish Government should take vigorous steps to assert Polish rights in Danzig.

According to Mrs. Samuel Gompers, European Labour unions must drop "isms" dogmas, which have no proper place in the trade union movement, if they wish to co-operate with American Labour.

According to a message from Allahabad, the best type of Indian holding the King's Commission is the most reluctant to accept transfer to Indianised units, and the rank and file of a cavalry regiment have actually signed a round-robin petitioning against Indianisation.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

THE CHINA CONSORTIUM.

CHINA'S FLOATING DEBT TO BE EXAMINED.

LONDON, July 1st.

A report issued by the China Consortium states that a meeting of the council was held recently in Paris and was attended by representatives of the British, French, American, and Japanese groups. It was decided to instruct the group representatives to examine—in consultation with the Ministers of their respective Governments—the existing floating debt of China, including all loans unsecured on of which the security seems likely to prove inadequate in the near future, with a view to formulating a comprehensive scheme for debt consolidation by the Consortium.

With reference to the criticism of their objects, the Consortium refute the popular supposition that they will endeavour to harvest undue profits, reaped from loans forced upon China under the protection of their Governments, but, on the contrary, they declare that it has been by consistently refraining from lending that their principal success has been achieved, in encouraging the utilisation of native savings before having recourse to foreign capital, and arresting the profligate expenditure which was heading the country straight for bankruptcy.

FINANCIAL PENETRATION OF CHINA DENIED.

The Consortium claim to have ended the financial penetration of China, and they assert that they are the chief barrier between China and a policy of "interest." They also declare that China to-day presents by far the largest undeveloped field for commercial expansion, and believe that undesirable results would follow the removal of the restraint exercised by the Consortium's co-operative action.

Emphasis is laid on the point that the Consortium's settled policy is to refrain from interference with China's internal politics, their role being limited to an endeavour to assist the Chinese Authorities, if requested, in re-establishing the economic and financial equilibrium.

The report denies that the project of a loan, secured on the Land Tax, has been or is under consideration.

THE QUESTION OF FURTHER LOANS TO CHINA.

The present upheaval in China precludes any immediate hope of giving practical effect to the proposals for an administrative loan, but conditions change so rapidly that the groups must always be prepared for action when China re-attains such a degree of peace and security as would afford a reasonable prospect for stable government; but industrial, including railway loans, are in a different category, and provided adequate security can be obtained, there seems no reason why the further development of railway communication in China should await a solution of the administrative problem.

The report emphasises the fact that the reorganisation of China's finances must come from China herself. Some measure of supervision will be necessary, but there will be the minimum of control required to provide adequate security, without which it would be impossible to issue a foreign loan.

The Consortium's policy is to assist in building up the general credit of China, on such secure foundations that all outside intervention may be gradually eliminated, and then the entire control of loan service and expenditure would gradually pass into the hands of China herself.

THE SEPARATIST MOVEMENT IN CHINA.

PEKING, July 1st.

The separatist movement in Parliament appears to be strengthening, and it is now reported that Chu Fu Cheng and a group of members of Parliament departed for Tientsin on Thursday *en route* for Shanghai, where they propose to establish the quarters of the Hupei Guild, for the assembly and registration of members of Parliament.

The members who are still at Tientsin have issued a manifesto calling on their colleagues to join them.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

FRANCE AND BRITAIN.

"OBSERVER'S" ARTICLE CAUSES SENSATION IN PARIS.

PARIS, July 1st.

The *Observer's* article, cabled yesterday, has caused a sensation, especially as the impression prevails that it reflects the British official attitude.

Le Temps demands a prompt disavowal from the British Government, and describes the article as an ultimatum, to be compared with the German attempts at browbeating at the time of the Tangier, Agadir and Serajevo crises.

BRITISH PREMIER'S POLICY.

PARIS, July 1st.

Most of the French newspapers comment on the *Observer's* statement in a similar strain to *Le Temps*. *Le Journal*, however, reassuringly declares that there is no reason to suppose that the *Observer's* statement represents the feeling of Mr. Baldwin, but, on the contrary, the latter's policy has been directed very clearly towards a resumption of contact with France in regard to the German affair.

"PUSSYFOOT" ON TOUR.

SOUTH AFRICA TO BE FAVOURED WITH A VISIT.

LONDON, July 1st.

Mr. "Pussyfoot" Johnson, who has arrived at Plymouth, does not contemplate a propaganda campaign in England. He sails for South Africa on July 26th and thence he proceeds to Egypt, Palestine and India.

U.S. IMMIGRATION.

RUSH TO GET IN ON JULY QUOTAS.

NEW YORK, July 1st.

Sixteen steamships, carrying over 80,000 immigrants, anchored outside the harbour and awaited the stroke of midnight on June 30th, when they dashed for the harbour in order to land immigrants before the July quota had become exhausted.

Three official watchers timed the race so as to prevent any dispute as to which vessel was first to reach quarantine.

Cramped conditions prevail at Ellis Island, where only 16,000 beds are available, which is expected to add to the misery of the immigrants, many of whom will undoubtedly be deported owing to the excessive numbers seeking admission.

The July quotas of at least seven countries will be exhausted on the first day of the month.

JULY QUOTA FILLED.

LONDON, July 1st.

Equal keenness was shown on land, as by sea, on the part of immigrants endeavouring to enter the United States before the July quota had become exhausted.

Thousands lined the Canadian border and rushed across as the first day of the new month broke, and disorganised the official arrangement.

Ships from Asia and from Africa brought more immigrants than the quota allows.

TIKHON'S OPPONENT DISMISSED BY SOVIET.

MOSCOW, July 1st.

The Supreme Council of the New Church has dismissed Archbishop Antonine, who was Archbishop Tikhon's chief opponent.

BRITISH VESSEL AFIRE.

AUSTRALIAN DESTROYER RUSHES TO THE RESCUE.

SYDNEY, July 1st.

The British vessel *Hartington*, bound from Nauru to Adelaide, has wirelessed that she is off the coast of Queensland afire, and that the flames are getting beyond control.

The destroyer *Anzac* is rushing to the rescue.

LATER.

The *Hartington's* bunkers are afire.

LATEST CABLES.

A PROVIDENTIAL ESCAPE.

FURTHER DETAILS OF THE "TREVASSA" RESCUE.

RODRIGUEZ, July 1st.

But for the keen lookout and the prompt measures aboard the Government supply ship *Secunder*, which calls at Rodriguez five times annually from Mauritus, Captain Foster and his companions from the *Trevessa*, who were no longer able to master the situation, must have been dashed to destruction on the wicked reefs.

As it was, the rescue was only effected in the nick of time.

The *Secunder's* arrival had been delayed owing to plague at Mauritus, otherwise she would have departed on her return journey before the *Trevessa's* boat hove in sight.

The *Secunda* was on the eve of starting, when, at nightfall, out of a cloud-laden sky and a boisterous sea, a policeman named Gretry, who was on duty aboard the *Secunda*, espied a craft making straight for the reefs, a hundred yards away. The constable's hailing shout evoked the reply "Shipwrecked: twenty-three days at sea."

Gretry, with a fellow-constable and three fisherman, jumped into a boat, and, laying alongside told the *Trevessa's* boat to "Down sail" and so avert the danger ahead.

The rescuing boat hastened to Captain Foster's aid and asked for two volunteers to help with the tow back. They found the volunteers too weak to be of any assistance and one of the fishermen thereupon climbed into the *Trevessa's* boat, and, with an amazing display of sheer strength, directed her to the jetty.

All the survivors, who have departed on the warship *Colombo* for Mauritius, have practically recovered.

A thanksgiving service was held before they embarked.

EARLIER CABLES.

HARDSHIPS ENDURED BY SECOND BOAT'S CREW.

PORT LOUIS, July 1st.

The conclusion to the *Trevessa* survivors' tragic story of hardships, suffering and heroic struggle against thirst and hunger in tempestuous seas was unfolded on the arrival of the remaining survivors. It was four in the morning of June 29th when a fisherman encountered the second boat in a perilous position on the high seas and took it in tow. They reached the shore five hours later. The men from the *Trevessa* were exhausted, and were crying with thankfulness and begging for a drink, and then desiring to see a priest. They were so weak that they had to be disembarked on stretchers and conveyed by motor to the nearest hospital. The chief officer, narrating their experiences after parting company with the first boat, described their greatest horror as being the lack of water. They had to be rationed on two tablespoons of water each daily, until June 15th, when the supply gave out. Their sole food was half a biscuit daily, throughout the period they were afloat.

During the last fortnight they depended on rain caught in their hands, and urine. Four Indians drank seawater, and died. Four Britons shortly afterwards succumbed to heart failure. Another Indian died within a few hours of sighting land. Their difficulties were accentuated by the lack of a compass, which was out of action. The south-east trade winds were erratic, the direction and velocity sometimes compelling the reefing of their small sail. Fortunately there was a sextant aboard, but it was useless during the last few days, when the weather was very rough, preventing them making Rodriguez Island. The chief officer, Mr. Smith, pays very warm tributes to his comrades' super-excellent behaviour.

All the survivors are now rapidly recovering.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

PROPOSED SINGAPORE NAVAL BASE.

MR. DARBISHIRE CONDEMNS THE SCHEME.

LONDON, July 1st.

In a letter to the *Daily Mail*, Mr. C. W. Darbishire (Labour member for Westbury) opposes the proposed naval base at Singapore, on the ground of economy. He says he is of the opinion, as a result of his experience in the Public Works Department at Singapore, that the estimated cost of £10,500,000 will be very largely exceeded before the works have been completed. If the policy of the Admiralty is persisted in, we shall find strong naval bases springing up all round the area defined by the self-denying ordinance signed at Washington; already we hear of proposed American developments at Pearl Harbour, Honolulu and a Dutch naval base at Java or Sumatra. Mr. Darbishire asks if Japan is the new menace against whom we must be prepared to concentrate the main fleet. This, he says, is the old war spirit aflame again. The United States does not find it humiliating to depend on the goodwill of Japan. Why should we? The alternative to this costly militarist course of action is the development of the spirit of the Washington Treaty, by an agreement to abstain from building new bases.

ANARCHY IN CHINA.

"SHADOWY GOVERNMENT'S SHADOWY AUTHORITY."

LONDON, July 1st.

The *Times*, remarking on the steadily worsening condition or China, says that anarchy is becoming a settled habit.

The newspaper presents a dismal picture of this "shadowy government's shadowy authority" and the desperate financial position and lawless state of the country, which exist side by side with the people's industry and enthusiasm for education and modern ideas. Progress, anarchy, corruption and general aspiration are fantastically mingled.

With a view to restoring respect for the power of the foreign governments, which the recent outrages—in which foreigners were affected—indicate is vanishing, the Powers are urged to agree on a progressive working policy for China, which would be more than an agreement to abstain from certain acts. The *Times* warns the Powers against the dangers of separate action, which would only make the situation far worse than at present and suggests, as a precautionary measure, an increased number of gunboats on the Yangtse and the keeping of the garrison at Tientsin at full strength.

The Powers might deliberate profitably on a means by which the self-denying ordinances imposed at Washington may be made effective for the assertion of joint authority rights. One simple measure urged for the restoration of authority is the replacement of incompetent police on Chinese railways by a native force, to be organised and disciplined by foreign inspectors representing the nationality chiefly interested in the particular railway concerned.

(Continued on next column.)

A ROYAL ENGAGEMENT

CROWN PRINCE OF SWEDEN TO MARRY PRINCE OF WALES' COUSIN.

LONDON, July 1st.

Reuter is authorised to announce the engagement of the Crown Prince of Sweden to Lady Louisa Mountbatten.

[The Crown Prince of Sweden, Gustaf Adolf, Duke of Skane, was born on November 11th 1882. He is a widower, having married the late Princess Margaret of Connaught in 1905 (she died in 1920). Lady Louise Mountbatten is a grand-daughter of the late Queen Victoria, and a cousin of the Prince of Wales. She is a sister of Lord Louis Mountbatten, who accompanied the Prince on his tour to the Far East. She was born on July 13th, 1899].

THE FRENCH BUDGET.

SENATE ADOPTS MEASURE.

PARIS, July 1st.

The Senate has definitely adopted the Budget, after abandoning, in view of the insistence of the Chamber, a proposal to charge to account of the Budget for expenses recoverable from Germany, two milliards and five hundred millions of francs, representing the service interest on loans contracted on account of Germany.

THE PROTECTION OF BRITISHERS IN CHINA.

QUESTION RAISED BY THE HOME GOVERNMENT.

LONDON, July 1st.

The British Government is telegraphically communicating with the British Minister at Peking with regard to steps to protect British nationals in China. The suggestions include reorganisation of the Chinese railway police under foreign officers.

[BY COURTESY OF "THE DAILY BULLETIN."]

FENGTIEN-CHIHLI ARMISTICE.

PEKING, July 1st.

Though there is an armistice between the Fengtien and Chihli factions, which was agreed to on June 1st, the terms of which have not been executed, and the respective forces not having withdrawn owing to the political situation, General Li Chi Chun will proceed to Mukden shortly in an endeavour to persuade Chang Tso Lin to comply with the terms of the armistice.

INTERNATIONAL PARLIAMENTARY CONFERENCE.

CHINESE GOVERNMENT INVITED.

PEKING, July 1st.

The Danish Government has invited the Chinese Government to participate in the International Parliamentary Conference to be held at Copenhagen next August.

REDISTRIBUTION OF SIBERIAN ADMINISTRATIONS.

VLADIVOSTOCK, July 1st.

The following is the new administrative division of the Far Eastern Republic:—Amur, Primoria and Kamchatka are amalgamated with the Central Administration, which is transferred to Habarovak from Chita. Ribaikal and Transbaikal are incorporated with Lensk in the Baikal district with the Central Administration at Irkutsk.

PRICE OF SAGHALIEN.

TOKYO, July 1st.

Regarding the purchase price of Northern Saghalien, the Japanese have suggested Yen 150,000,000, whereas the Russians have asked for 1,000,000,000 gold roubles.

This difference has temporarily sidetracked the question of purchase, and the respective representatives are now exploring the possibility of concessions.

It is stated that the proposal of one concession covering the whole area affected similar to that of the Port Arthur lease is not acceptable to the Russians, who are now considering the proposal of smaller concessions to be administered either by a Russo-Japanese stock company or by a Japanese company, in which Russian capital participates.

In spite of the tenseness and the difference of facts, a spirit of friendly endeavour to find a basis of agreement prevails in the discussions, according to a Russian spokesman.

EXECUTION BY GAS.

THE LETHAL CHAMBER IN THE STATE OF NEVADA.

In the State of Nevada a law was passed in 1921 (says the *Medical Press and Circular*) which enacted that the judgment of death shall be carried out by the administration of lethal gas; equivalent to the method adopted in this country for destroying stray dogs and cats. If painless and rapid death can be secured by this means in the destruction of animals, there is no valid reason for objecting to the same process being applied in the case of criminals condemned to death.

Nevertheless the law has given rise to some public opposition upon constitutional grounds, as being unusual and calculated to inflict unnecessary suffering. This opposition might have been avoided had the enactment definitely stated the special lethal gas which would be employed for the purpose. From the experience of the war the public mind has been led to associate death from a lethal gas with horror, and the impression of the suffering thus caused still remains. But the inhumanity which prompted the enemy to employ poisonous gases in warfare has no parallel in the case of judicial gas poisoning. Judicial torture would be not only inhumane but unconstitutional; on both these grounds it could be condemned. But where the infliction of the death penalty by lethal gas in man is in all respects the same as the painless death by this means in animals, there is a good deal to be said in favour of it as being free from that violence which characterises all forms of execution. Euthanasia would be an apt description.

SCOTTISH LETTER.

NO SCOTS IN THE CABINET.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, May 30th.

For many a year, long before the war, Englishmen complained that the Government of the British Isles was a monopoly of the Scots. In State, in Church, in commerce, in the control of the newspaper world, the heavy hand of the Scot was felt, and Englishmen were kept in subordinate positions.

At last relief has come in one section of public life. Save for the Scottish Secretary—and an Englishman in that position is unthinkable—there is not a single Scotsman in the Cabinet. In recent administrations there has not only been a good sprinkling of Scots in the Cabinets, but they have also held the most important position. Mr. Bonar Law may have thought it enough that his country should have the head of the Government, but while not unmindful of the claims of his compatriots, Mr. Lloyd George so admired Scotsmen that he had not only Mr. Bonar Law as Leader of the House, but Lord Balfour as Foreign Secretary, and Sir R. Horne first at the Board of Trade and then as Chancellor of the Exchequer on the resignation of Mr. Bonar Law.

We Scots pardon the Southern folk if they are rather glad for once to have an English Prime Minister. We feel that after a long course of Wales and a brief spell of Scotland it is time that they had a ruler of their own blood and ways. Mr. Baldwin is typically English in his humorous kindliness. Mr. Bridgeman, the Home Secretary, is just such another, and the English know exactly where they are with men like these. Glasgow, it must be confessed, has for a while become unpopular, and its batch of half-baked members just a trifle oppressive.

SIR ROBERT HORNE.

While "turning his back" on any Ministerial appointment for the time being, Sir R. S. Horne has planted his feet firmly on the ladder of commercial prosperity. His decision to remain outside the Cabinet upset all London calculators, who evidently assumed that the member for Hillhead of Glasgow had just to be winked at, and he would follow the new Premier.

By the way, I have seen no reference to the fact Sir Robert might have been wearing the mantle of Mr. Bonar Law. Had the member for Hillhead yielded to the solicitations of his former political chief and accepted the Chancellorship, Sir Robert would undoubtedly have been Prime Minister to-day. But that is perhaps an honour awaiting him.

PRINCESS ELIZABETH'S PROPHECY.

The Rev. John Stirton's volume, "Mirrors of Memory," is full of delightful reminiscence. Perhaps the most interesting memory in the light of recent times is a story he tells of Glamis Castle. In November, 1907, a ball was given in the old banqueting hall of the castle, in Perthshire. After kindly greetings had been exchanged between the Countess and the assembled guests, Lady Strathmore sat down at the piano and played a few bars of an old minuet. Immediately, as if by the touch of a magician's wand, two little figures seemed to rise from the floor, and, with marvellous grace and precision, engaged in the stately measure, so characteristic of the seventeenth and eighteenth centuries. These children were the Hon. David Lyon and Lady Elizabeth Lyon, the youngest son and daughter of the Earl and Countess of Strathmore. Little David had donned part of the dress of the family fool or jester, with its cap and bells, and Lady Elizabeth had assumed the robe taken from the lacquer chest of a little girl of the period of James VI. This was of heliotrope satin, laced with silver and with a small, tight-fitting cap of the same material. Amid deep silence, the dance proceeded to the slow, formal music of the school of Purcell. No "crystall ball" experience could have been more effective. Was it reality, or had the psychic influence of historic Glamis conjured up a scene to delude our senses? The vaulted chamber, the dresses, the music—all were of a long foregotten past. Suddenly the music ceased and the little dancers shouted and clapped their hands with glee. Little choruses of praise were heard on all sides, and on being asked what character she represented, Lady Elizabeth said:—"I call myself the Princess Elizabeth" alluding, no doubt, to her own name and to that of the Princess Elizabeth, Queen of Bohemia, daughter of King James VI. The words of the little Lady Elizabeth were more prophetic than the thought which prompted them. Then it was only acting, now it is reality, and the Lady Elizabeth as the wife of the King's son, is indeed Princess Elizabeth of the Royal Family of Great Britain.

P. & O. AND B.I. LINERS.

The new tonnage at present projected by the P. and O. Company (including the *Maloja* and the *Mooltan*, each 21,000 tons, and now well on the way to completion) amounts to 197,600 tons gross, and that by the British India Company to 64,400 tons—a total of 162,000 tons. As was announced recently Messrs. Harland and Wolff are constructing at their Greenock yard two passenger steamers of 16,200 tons, which will combine the best features of the *Kaiser-i-Hind* with some features of the *Naldera* and the *Narkunda*. A third ship of the same type is to be built by Messrs. Hawthorn Leslie & Co. at Newcastle. The Greenock yard has also an order for a 10,000-ton passenger steamer. All the vessels (which are intended for the India mail service) will have reciprocating engines and will be fitted to burn oil fuel under Scotch boilers. The British India Company have in course of construction or projected ten steamers. Five are of the "P" class of 8,000 tons each, and are intended for the Calcutta-Japan service. Three of these vessels will be fitted for oil fuel and two for coal. Two are single-screw, motor-driven cargo ships, each of 2,300 gross tons. There are, besides, the *Khandalla*, of 7,300 tons, for the company's Bombay-East Africa line, with twin-screw reciprocating engines; the twin-screw motor cargo ship *Dalgoma*, of 9,000 tons, and the *Naringa*, a single-screw coal burning turbine steamer. The two last are intended for the Indian coast service.

The twin screw motor ship *Dalgoma* which was launched early in March for the B.I. by Messrs. Alexander Stephens & Sons, Linthouse, on the Clyde, has just passed its trials satisfactorily. A novelty in its construction is that the scavenging air for the main engines is supplied by an electrically driven turbo blower situated in a recess at the aft end of the engine-room. Two blowers are provided one of which is sufficient to supply the necessary air. The air can be drawn either from deck or from the engine-room as required. The *Dalgoma* is the first ship built in Great Britain in which this system of scavenging has been used. It results in a very easy regulation of the scavenging air pressure, a considerable shortening of the main engine and a lower consumption of power to produce the necessary scavenging air.

THE MANCHURIAN MISSION FIELD.

At the General Assembly of the Free Church of Scotland, The Rev. George Douglas, Manchuria, submitted and spoke in favour of an overture from the United Free Church Presbytery of Manchuria. The overture stated that, taking into consideration the claims of its mission in China at the present hour as set forth in the report of the great National Christian Conference held at Shanghai in May, 1922, and in the report of its Foreign Mission deputies to this field last summer, a cordial invitation be sent by the Assembly to the General Assembly of the Church of Scotland to co-operate in a Scottish national movement for more adequate occupation of the Manchurian field. He said they thought the time had come when the United Free Church and the Church of Scotland should work jointly in China. Dr. Christie, Mukden, moved that the Assembly receive the overture, and, noting that it had been cordially commended by the Foreign Mission Committee, resolved to communicate its terms to the General Assembly of the Church of Scotland now convened, with an expression of the earnest desire that the proposal made in the overture might be taken into favourable consideration. The Rev. J. Fairley Daly stated that he had been told by Dr. Ogilvie, convener of the Church of Scotland Foreign Mission Committee, that he was sure his committee would sympathetically receive the overture. Dr. Christie's motion was adopted.

NEW MISSIONARY FOR CHINA.

Dr. Antoinette Scott was presented to the Moderator of the Church of Scotland on Proceeding to China.

A GOLFER ON THE INTERNATIONAL.

You may take and call me Juggins, call me Juggins, golfers dear,
For to day has been the blackest day of all the golfing year,
Of all the golfing year, I say, the blankest blackest day,
For the cup that's called the "Walker" has walked across the way.

O, Saint Andrew's course is bonnie, and sweet the Swilcan Burn,
Where we won outright the foursomes, and led right to the turn,
But, oh, to see the singles winding up that woeful day,
And the cup that's called the "Walker" walking off across the way.

Bright Hope was ours that spite of all we might have Wethered through,
But now that cup has gone where Johnny Walker is taboo,
We're Willing still to try again, and in a year Quimet,
See the cup that's called the "Walker" walking back again our way.

But I know you'll call me Juggins, call me Juggins, golfers dear,
Because of this the blackest day of all the golfing year,
The vision haunts me in my dreams, and to my dying day,
I'll see that cup called "Walker" walking off across the way. A. G.

CHURCH UNION IN SCOTLAND.

The two great Presbyterian Churches of Scotland—the Auld Kirk and the United Frees—have just taken a great stride towards Union. The "spiritualities" have already been settled and their General Assemblies have now shown that the "temporalities" are not going to keep them apart. The debates of the past few days demonstrate how completely the ecclesiastical atmosphere of Scotland has changed. When the negotiations began fifteen years ago, the Churches met in a spirit of suspicion and mutual distrust. They were like opposing armies manœuvring for position. To-day they vie as to who will give the other the greater honour. In a very short time the great Reunion will be an accomplished fact.

THEY SAY.

"It seems impossible to frame an Emigration law which will keep out the Scots."—*New York Tribune.*

"The Scots will carry out the traditions of the Irish members. It is unfortunate, and there is no means of displacing most of them. One might almost call this country the 'United Kingdom and Lanarkshire' now."—Mr. Stephen Graham.

When Sir Robert Horne, went home after his first session at Westminster, his old mother said to him,—"Weel, laddie, I'm glad to see ye hame. Why ye waste your time doon there in Parliament I dinna Ken."

Taymouth Castle Hydropathic, the old seat of the Breadalbane family, is unlicensed, but "visitors' wine orders given at the office receive prompt attention." Could anything be more satisfactory?

The Latest Libel.—A Scotsman walked into a sixpenny bazaar and inquired for the boot and shoe department.

Mr. W. H. Palmer, chairman of Messrs. Huntley and Palmers, Limited, left estate valued at £536,784 gross.

Senator Borah, speaking at Pocatello, Idaho, on June 14th, predicted that President Harding will be renominated by popular acclamation at the next Republican convention.

We might wipe out the whole National Debt by a capital levy, but we should not have wiped out the loss of capital represented in the debt.—*Rt. Hon. C. L. Amery, M.P.*

Preliminary objections by the German Government to claims by British shipowners for compensation in respect of ships seized and held by the Germans during the war have been overruled by the Anglo-German Mixed Arbitral Tribunal.

People who suppose that you can manipulate the great organs of opinion in this country forget that those are only great when they are organs of opinion, and that you cannot buy opinion.—*Lord Justice Duke.*

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AMONG MODERN CANNIBALS.

WHERE WOMEN WILL MARRY ONLY MURDERERS.

Convicted murderers, it might be imagined, are not the sort of servants one would choose to travel with in the lonely parts of the tropics. In Papua, however, when Mr. Humphries had to set out into the wilds on patrolling work, and required a number of carriers, he simply simply sent to the gaol and borrowed a few homicides writes Mr. Robert Lynd in the *Daily News*.

Judge Murray, in an interesting preface to Mr. Humphries's book, "Patrolling in Papua," explains that the white man's natural prejudice against murderers would be out of place in Papua.

Most of Mr. Humphries's carriers were convicted murderers, and, as he says, people not familiar with the Territory might have been afraid to trust them; but no one has this feeling in Papua, for the ordinary Papuan murder is not a crime as we consider it—it is, as I said some years ago "sometimes a duty sometimes a necessary part of social etiquette, sometimes a relaxtion and always a passion. So a Papuan murderer is really no worse than any other man and is likely to be just as reliable as his neighbour.

Here, one would think, is evidence on the side of those cynics who contend that morality is all a matter of climate. But what is shocking climate!

A CANDIDATE FOR MATRIMONY.

Murder is so well thought of in Papua that among some tribes one is not regarded as a man if one has not committed a murder. No decent women would marry a man who had not killed somebody or other.

The tribe refuses to believe that it is wrong to take life under such circumstances. If they did not do so, they will tell you, they never would be men, nor fit to take a wife, and the tribe would cease to be a tribe. Of course, nowadays, when these murders are discovered, the culprit is arrested sooner or later, and sentenced in most cases to death. But even this extreme penalty has not deterred the Koiarian, for, as I write, the police are scouring the mountains in search of a successful candiate for matrimony.

Mr. Humphries not only was accompanied by murderers on his travels, but mingled freely with them at various points of the journey. He learned from them something of the etiquette of cannibalism, and, tells us some interesting facts that should find a place in any Papuan edition of Mrs. Beeton that may be published:

The body of the victim, usually a man from a hostile tribe is divided up among the common folk; but the hands are reserved for the chief of the tribe. A man's strength is in his hands, and if you keep on eating hands you are bound to become strong. So it is that these portions have become delicacie for the chief alone. Should another man eat them, he would surely die, if not from the effects of the meal itself, then at the hands of the chief whose rights he has usurped. While the Chief Keipolipoli was telling me these things (through Suya, of course), I caught him more than once looking at my hands, so I put them in my pockets!

A HAIRY MAN.

Quaint though these customs are, they do not persuade me that the Papuans are an attactive people. If I had been Mr. Humphries, I should have been exceedingly nervous, sitting among a number of them, while they cracked nuts with their steel tomahawks and handed them over faster than it was possible to eat. The description of one of his hosts is horrific:

Although he has a countenance less evil-looking than Abaridi's, his body is more repelling. It is shaped much on the lines of a gorilla's, and is covered with black hair nearly an inch long even to the neck. When he placed his arm on, and sometimes round my shoulders, as he frequently did when we were talking "peace," and sometimes too, when he stroked my arms and bare knees, after the fashion of these people, I could not help but shudder, because I knew that this man would have gnawed my bones with the greatest relish if he had had the chance, or more truly (he had the chance, but he didn't know it), if he had had the courage to put his thoughts into action.

Mr. Humphries's book, however, is not all about murderers. The natives appear to have other customs as well. For instance, after a wedding, the mother-in-law has to wash the bride's feet for some considerable period:

The washing of the feet is practised only in the case of a first wife. When a man takes a second wife—and this applies to both tribes—quite a little scene is enacted at the door of the house. She who has pride of place disputes the right of her husband's second choice to enter the house. According to custom, if she does not do this, whatever her wishes may be in the matter, she is neither strong nor dutiful. Therefore she mounts guard (and I have heard more than once of a missionary—a dear old gentleman—giving such a one assistance!) and when the second wife appears with her relatives and claims entrance as a new member of the household, she bars her path and demands angrily to know the reason of it all.

The relatives on both sides stand around "to see fair play." A lot of pushing and struggling goes on accompanied by high words from either side, and sometimes, though not often, blows are exchanged between the ladies.

"Patrolling in Papua," however, is a book of adventure, not of anthropology; and Mr. Humphries frankly writes, not as a scientific observer, but as a policeman who has seen life in remarkable places. As one lays down his book, one feels that at least it is a great deal pleasanter to read about Papua than to go there.

RUHR "SCISSORS CLUB."

FLIRTS TO LOSE THEIR HAIR.

The Scissors Clubs organised in the Ruhr to put a stop to flirtations by German girls with French and Belgian soldiers have extended the embargo, and in future any girls found "carrying on" with Indians, Japanese, Chinese, and negroes will also come under the clubs' punishment by having their hair cut off. Notices to this effect have been posted in Bremerhaven, and it is added that the hair so forfeited will be made into nets and the proceeds devoted to the Ruhr relief funds.—*Central News*

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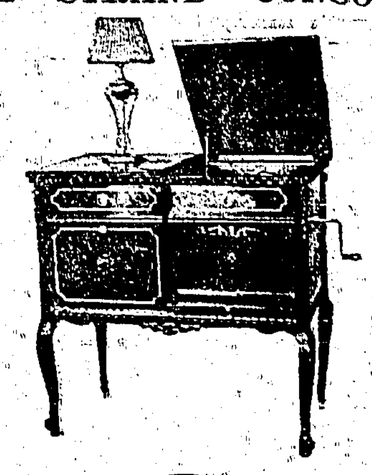

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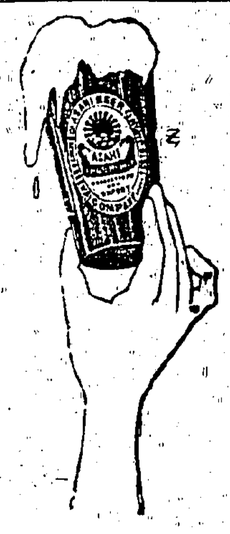

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HOW TO LIVE LONG.

CHAUNCEY DEPEW'S ADVICE.

Mr. Chauncey M. Depew, who has been described as America's "youngest old man," achieved his 90th birthday last April, but to a representative of the *New York Times* he declared that he did not intend to give up his hobby of making at least one speech every twenty-four hours. Asked how he managed to keep his health, the famous after-dinner speaker and ex-Senator replied:

"By just being sensible. No fads, no monkey glands, no patent medicies, no dead-sure life-giving serums—just a good wife and a sensible diet—that's the great thing, and none other. The real secret of recreation is not in eighteen holes of golf, but in being able to change from your daily occupation to your hobby."

Mr. Depew disclosed to his interviewer the fact that he was intensely interested in "spiritism," but, though he had tried, had never been successful in communicating with those in the "next world." Asked if he was becoming more interested in that sphere, his answer was:

"Indeed, no. I enjoy life too much. I thoroughtly enjoy my fellow-man and fellow-woman, and that's one of the secrets of longevity. I thoroughly love the one who can come in and tell me a brand-new story."

New stories, he remarked incidentally, are decidedly scarce, and as an expert in that matter he certainly ought to how. Giving a few personal reminiscences, Mr. Depew said:

"The last few years of my life have been especially interesting, and I've got so I divide my life into decades, each with its pleasures and accidents. In the class of accidents I'd list the three times I lost my fortune, but it was enormously pleasant getting it back each time. I entered Yale seventy-two years ago, and that decade was quite an experience for a country boy. When I entered Yale I didn't know anything, but when I left I hadn't the slightest doubt I knew it all. I've been getting over it ever since.

"Another decade began when I was elected to the Legislature—that was a wonderful year. I discovered, however, that legislators weren't as extraordinary as I thought. I was elected Secretary of State sixty years ago, and that carried me down to Washington, where I met Mr. Lincoln. He told me elven stories and they were most apt, forceful, and conclusive for the argument he was making, but very few were 'Sunday school' stories. Then you see, I've had plenty of experiences in my fifty eight years with the New York Central. I am still getting a sensation every day."

In celebration of his birthday Mr. Chauncey Depew was entrtained to dinner by the Mointank Club in Brooklyn, and his speech on that occasion showed that his mind is as alert and his sympathies as warm as ever. Discussing international problems and the part America would have to take in them, Mr. Depew strongly urged that the United States should join the World Court. America, he said, could not escape the responsibilities which she owed to the rest of the world. After mentioning that he had advocated an International Court of Arbitration twenty-seven years ago, the veteran ex-Senator continued:

"If the United States should become a member, the Court is no longer localised, but universal; its judgment is the judgment of the best sentiment of the world; there can be no question as to the enforcement of its decrees; it is the one power of universal force which will arouse and appeal to public opinion. Public opinion is, even in the most chaotic of countries, a force of supreme authority when once thoroughly aroused. No organisation of government in any land would be strong enough to resist successfully the decrees of this Court. In its decisions is the hope not only of the stability of the world, of the absence of wars, but the reconstruction upon high judicial lines of the relations of Governments to each other and of the organisation of orderly liberty within the boundaries of all countries.

"Out of the troubles of ancient days, the good Lord evolved the three elements of success and happiness and universal consideration, faith, hope, and charity. We have tried charity in our relations with the world. Our hopes have not been entirely justified. But we have not lost faith, I have found, with very broad opportunities for observation and experience, in what can fairly be called a long life and a very active one, that the foundation of hope and of charity, the foundation of love and friendship, the foundations of business and association, the foundations of governments and its successful administrations, and the foundations of relations between man and his God, are all in faith."

£20,000 TALKS.

THE CLAIM AGAINST SIR J. DUVEEN.

The damages of £100,000 which are being claimed from Sir Joseph Duveen, the art dealer, by another expert, Mr. George Demott are worked out by the latter, according to the papers which have now been filed with the court in New York, on the basis of £20,000 for each of four conversations in which Sir Joseph is alleged to have impugned the authenticity of the alleged 11th-century Limoges statue of the Virgin and Child which forms the subject of the action, with a further £20,000 for alleged damage to the value of the statue caused by the casting of aspersions upon it.

Mr. Demott, who sold the statue to the late Mr. Michael Dreicer, Fifth Avenue jeweller, for 350,000 francs, described it as having come from the collection of Prince Antoine of Orleans, uncle of the King of Spain, and to have belonged originally to Queen Isabella of Spain.

Mr. Dreicer paid one-third of the purchase price before his death. His executors, before handing over the balance of the purchase money, consulted Sir Joseph Duveen, who declared it to be spurious, and to have been made not more than five years ago. The executors then refused to complete the purchase.

Sir Joseph denies that the four alleged conversations took place, but admits that he gave a professional opinion denying the authenticity of the statue.

"It is a lamentable condition," he adds, "if an art expert, qualified by years of study and research, is to be haled to court every time he gives his honest opinion on objects of art brought to him for judgment."

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TIENTSIN	"CHEONGSHING"	Thursday,	12th July, Noon.
KOBE via SHANGHAI	"HOSANG"	Saturday,	14th July, Noon.
STRAITS & CALCUTTA	"NAMSANG"	Monday,	16th July, 3 p.m.

CALCUTTA LINE — This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE — Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtsze Ports via Shanghai.

MANILA LINE — A weekly service is maintained with Manila by vessels with good Passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE — Sailings approximately weekly for passengers and cargo calling at Hoihow when inducement offers.

BORNEO LINE — Fortnightly sailings to and from Sandakan by two 5,000 tons steamers s.s. "HINSANG" and s.s. "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kudat Jesselton, Labuan, Tawao and Lahad Data.

TIENTSIN LINE — A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE — A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

S.S. "KUTSANG" will be despatched on or about Saturday, 7th July at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

TELEPHONE CENTRAL No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE

OUTWARDS. Vessel.	Due Hongkong.	HOMEWARDS. Vessel.	Leaves H'kong.	Discharges
"GLENBEG"	15th July.	"GLENAPP"	5th July,	Genoa, London, Rotterdam and Hamburg.
"GLENSANDA"	30th July.	"GLENIFFER"	7th August,	Genoa, London, Rotterdam and Hamburg.
"GLENSHANE"	13th Aug.	"CARNARVONSHIRE"	11th July,	Genoa, London, Rotterdam & Hamburg.
"PEMBROKESHIRE"	27th Aug.			
"GLENLUCE"	10th Sept.			

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,

The Glen Line, Ltd., AGENTS.

Telephone: Central No. 215 sub-ex. 12 and Central 3696.

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TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG

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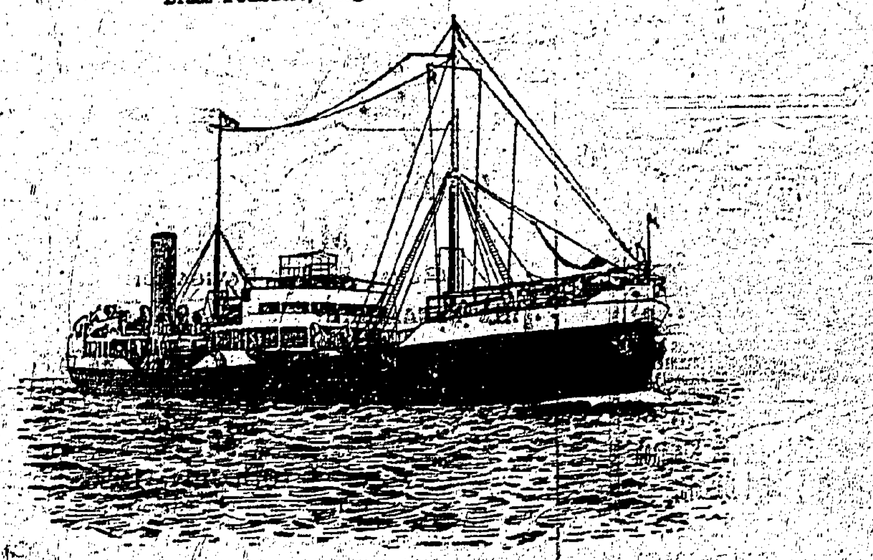

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427'0" x 53'1" x 31'0" x 8,400 tons d.w. x 3,100 H.P.

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Please address enquiries to the Chief Manager:

R. M. DYER, B. Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

SHIPPING NEWS

ARRIVALS.

July 1st.

Gottingen, German str., 3,397 tons, Capt. W. Reher, from Bremen and Singapore, with a general cargo.—Robert Dollar & Co.

Hakone Maru, Japanese str., 6,300 tons, from Singapore, with a general cargo.—N.Y.K.

Khiva, British str., 9,097 tons, Capt. C. M. Redhead, from London, with a general cargo.—Mackinnon, Mackenzie & Co.

June 2nd.

Halvard, British str., from Canton.

President Wilson, American str., 8,400 tons, Capt. Henry—Nelson, from Manila, with a general cargo.—Pacific Mail S.S. Co.

CLEARANCES.

July 1st.

Dewawongse, for Bangkok.
Khiva, for Shanghai.
Van Vollenhaven, for Pakhoi.
Washington, for Canton.
Yingchow, for Canton.

PASSENGERS.

DEPARTURES.

Per P. & O. s.s. *Khiva*, on July 2nd:—Mr. D. L. Robertson, Mrs. Cook, Sir William and Lady Brunyate, Mr. D. A. Wilson, Mr. Lesche, Mr. G. Sinclair, Mr. W. E. Smith, Mr. G. Gray, Mr. F. Gaedicke, Mr. J. McMillan, Mr. F. L. Clarke, Mr. G. H. Smith, Mr. P. Bell, Capt. and Mrs. R. P. L. Cochrane, Mr. and Mrs. J. K. Ireland, Lt. K. Horley, Mr. E. Liley, Mr. F. E. Shaw, Mr. Sievewright, Mr. and Mrs. A. L. Robinson, Miss W. Hadland, Mr. and Mrs. R. P. Vandenburg, Mrs. Bagot, Mr. H. Hill, Mr. T. P. Beatty, Mr. E. Tilbury, Mr. R. Fowler, Mr. V. Egger, and Mr. G. C. Pelham.

SHIPPING MOVEMENTS.

The R.M.S. *"Empress" of Australia* arrived at Shanghai on July 2nd, at 2 a.m., left at 10 a.m., the same day, and is due at Kobe on July 4th, at 2 p.m.

VESSELS EXPECTED

Aki Maru (N.Y.K.), due July 16th.
Angkor (M.M.), due July 4th.
Autolycus (Blue Funnel), due July 4th.
Chambord (M.M.), due July 20th.
Empress of Asia, due to-day, 9:30 a.m.
Empress of Canada, due July 15th.
Genoa Maru (N.Y.K.), due July 5th.
Hyson (Blue Funnel), due August 1st.
Laomedon (Blue Funnel), due July 6th.
Matsuye Maru (N.Y.K.), due July 4th.
Pyrrhus (Blue Funnel), due July 25th.
Scheer (Hugo Stinnes), due July 6th.
Sarpedon (Blue Funnel), due July 23rd.
Tengtsze (Blue Funnel), due July 23rd.

WORTH WHILE

Nothing that you possess is more worth looking after than your health. Your comfort, your happiness, your efficiency and success all depend upon it. Take good care of it! Never neglect any ailment of the stomach, liver or bowels but make a point of taking a dose of Beecham's Pills as soon as you are conscious of indisposition from such a cause. Many people find this an excellent way of avoiding the many disorders which arise from constipation and indigestion and a reliable means of preserving health and strength.

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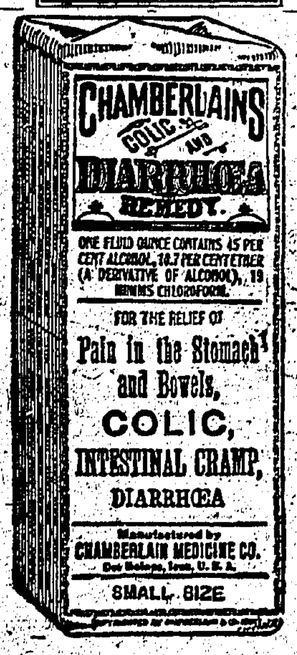
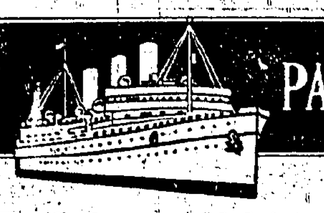


CANADIAN PACIFIC



HOME VIA CANADA

Hongkong to England

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

	From Hongkong	Due Vancouver		From Canada	Due England
Empress Asia	July 12	July 30	Empress Scotland	Aug. 4	Aug. 10
Empress Canada	July 28	Aug. 13	Empress France	Aug. 18	Aug. 25
Empress Russia	Aug. 9	Aug. 27	Empress Scotland	Sept. 1	Sept. 8
Empress Australia	Aug. 24	Sept. 12	Montcalm	Sept. 21	Sept. 28
Empress Asia	Sept. 6	Sept. 24	Empress Scotland	Sept. 29	Oct. 4
Empress Canada	Sept. 22	Oct. 8	Empress France	Oct. 13	Oct. 19
Empress Russia	Oct. 4	Oct. 22	Empress Scotland	Oct. 27	Nov. 2

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.
Allotment of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

Three Trans-continental Trains Daily.
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For HAIPHONG via Hoihow & Pakhoi
s.s. "SAIAN MARU" ... ...on or about 12th July.
For KEELUNG via Swatow & Amoy
s.s. "TAIKWA MARU" ... ...on or about 12th July.
For further particulars, please apply to—

Branch Office
No. 37, Bonham Strand, West
Tel. Central No. 155.

S. MITARAI,
AGENT.
Top Floor, King's Building.
Tel. Central No. 140.

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About 16th July, 1923.

	Further Sailings	Expected on or about	Will leave homeward-bound on or about
S/S.	"Bolivia"	10th July	17th August
M/S.	"Australien"	25th July	31st August
S/S.	"Java"	25th August	30th September
M/S.	"Afrika"	10th September	10th October
M/S.	"Chile"	10th October	16th November

Subject to change without notice.
For further particulars please apply to:—

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KONINKLYKE PAKETVAART MAATSCHAPPY.

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1st Class Fare to Singapore:—$100.

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Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through passage rates to Europe via America G.$405, G.$420, G.$440.
KAGA MARU ... ... Tuesday, 24th July.
IYO MARU ... ... Saturday, 11th Aug.
SHIDYUOKA MARU ... ... Wednesday, 5th Sept.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.
KATORI MARU ... ... Wednesday, 11th July.
ATSUTA MARU ... ... Wednesday, 18th July.
KASHIMA MARU ... ... Wednesday, 1st Aug.

HAMBURG via LONDON & ROTTERDAM.
TSURUGA MARU ... ... Friday, 6th July.

LIVERPOOL via MARSEILLES & VALENCIA.
TOTTORI MARU ... ... Saturday, 7th July.

SYDNEY & MELBOURNE via Manila, &c.
YOSHINO MARU ... ... Wednesday, 18th July.
AKI MARU ... ... Wednesday, 15th Aug.

NEW YORK & BOSTON via PANAMA.
GENOA MARU ... ... Friday, 6th July.

BUENOS AIRES via Singapore, Delagoa Bay, Durban & Cape Town.
KAMAKURA MARU ... ... Tuesday 26th July

BOMBAY via Singapore and Colombo.
NAGANO MARU ... ... Tuesday, 10th July.
KAMAKURA MARU ... ... Friday, 27th July.

CALCUTTA via Singapore, Penang & Rangoon.
MURORAN MARU ... ... Tuesday, 3rd July.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... ... Monday, 16th July.

SHANGHAI, KOBE & YOKOHAMA.
MATSUYE MARU ... ... Wednesday, 4th July.
AKI MARU ... ... Monday, 16th July.

For further information apply to— NIPPON YUSEN KAISHA
Telephone: Central Nos. 292 & 293. F. OGURI, Manager.

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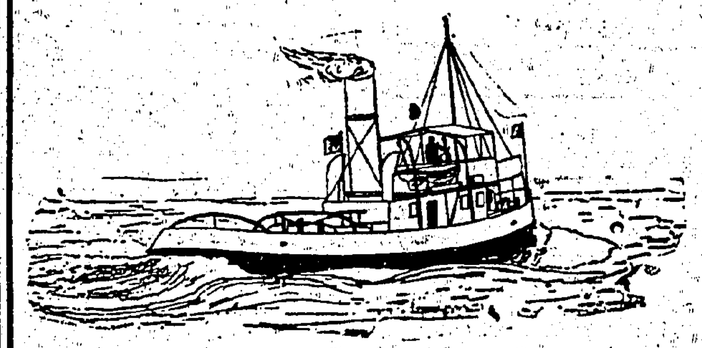

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Regular Monthly Freight and Passenger Service between Japan, China, Hongkong, Manila and Straits and Hamburg and other North Continental Ports.

OUTWARD from Hamburg via Ports of Call

Steamers	Tonnage, d.w.	Arrival
†Scheer	12,300 tons	5th July
*Albert Vögler	9,000 tons	First half of August
*Carl Legien	9,000 tons	First half of Sept.
*Adolf von Baeyer	9,000 tons	First half of October

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamers	Tonnage, d.w.	Departure
*Emil Kirdorf	9,000 tons	26th July Calling at Manila.
†Scheer	12,300 tons	First half of August
*Albert Vögler	9,000 tons	—
*Carl Legien	9,000 tons	—
*Adolf von Baeyer	9,000 tons	—

* These steamers are fitted with all comfort for the convenience of about 50 first class Passengers.
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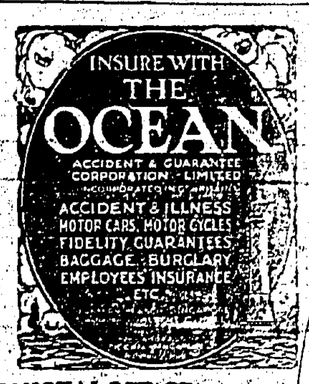

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S.S. "CITY OF BOSTON" ... 23rd July ...Shanghai, Kobe & Yokohama.

HOMEWARDS.

S.S. "CITY OF MANCHESTER" 22nd July ...Marseilles, London, A'werp & Hamburg.

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"A" Class Steamers	1st Class £92.—2nd Class £62.
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Joint Service of the

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S.S. "DIOMED"	...via Suez Canal ...	...	5th July.
S.S. "TELEMACHUS"	...via Suez Canal ...	...	15th July.
S.S. "LANGTON HALL"	...via Suez Canal ...	...	25th July.
S.S. "CITY OF MADRAS" ...	... via Suez Canal ...	...	5th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailing for S'hai. and Japan.	Probable Sailing from Hongkong for Marseilles.
CHILI	—	—	9th July
POETHOS	—	—	23rd July
ANGKOR	1st June	4th July	6th Aug.
CHAMBORD	15th June	17th July	20th Aug.
PAUL LECAT	29th June	31st July	3rd Sept.
ANDRE LEBON	13th July	14th Aug.	17th Sept.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS { 1st Class.....£ 95. 0s. 0d. / 2nd " .....£ 68. 0s. 0d

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FOR

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(Occupying 9 or 10 Days)

HAIFOONG ...	Capt. Ellis Walker	Tuesday,	3rd July, at 1 p.m.
HAICHING ...	Capt. J. S. Thomson	Friday,	6th July, at 1 p.m.
HAIHONG ...	Capt. W. C. Passmore	Tuesday,	10th July, at 1 p.m.

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MALWA"	10,941	11th July	B'bay., Mars., Gib., L'don. & A'werp.
"NAGPORE"	5,283	16th July	Spore., Penang, Colombo & Bombay
"KIDDERPORE"	5,334	19th July	Singapore, Colombo & Bombay.
"DEVANHA"	8,092	25th July	Mars., Gib., London & Antwerp.
"SOUDAN"	6,696	4th Aug.	S'pore., Penang, Colombo & Bombay
"KHIVA"	9,017	8th Aug.	B'bay., Mars., Gib., L'don. & A'werp.
"KASHMIR"	8,841	22nd Aug.	Mars., Gib., London & Antwerp.
"SICILIA"	6,813	26th Aug.	S'pore., Penang, Colombo & Bombay
"MACEDONIA	10,513	7th Sept.	B'bay., Mars., Gib., L'don. & A'werp
"DONGOLA"	8,058	21st Sept.	Mars., Gib., London & Antwerp
"MANTUA"	10,902	5th Oct.	B'bay., Mars., Gib., L'don. & A'werp
"KARMALA"	9,098	19th Oct.	Mars., Gib., London & Antwerp

BRITISH INDIA - APCAR SAILINGS

"TAKADA"	6,949	4th July, 2.00 p.m.	Singapore, Penang & Calcutta.
"TANDA"	6,956	10th July	Singapore, Penang & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	8,000	7th July.	Manila, Sandakan, Islands, Townsville, Brisbane, Sydney & Melbourne. Thursday

For inward connections for Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal

SAILING TO SHANGHAI & JAPAN

"ST. ALBANS"	4,500	10th July	Moji, Kobe & Yokohama.
"KASHMIR"	8,960	14th July	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Office up to Noon on the day previous to sailing.

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22, Des Voeux Road Central, HONGKONG. [1

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK

S.S. "GOTHIC PRINCE" ... ... on or about 23rd July.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,
(Incorporated in Great Britain)
St. George's Building

Telephone: Central 3165
Telegrams (Furnaprince) [21

O. S. K.

(SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore Colombo, Suez and Port Said.
"ALES MARU" ... ... Saturday, 14th July

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon Singapore, Colombo, Durban and Capetown—Passenger Service.
"SEATTLE MARU" ... ... Monday, 9th July

BOMBAY—fortnightly service via Singapore and Colombo.
"BURMA MARU" ... ... Friday, 6th July
"BORNEO MARU" ... ... Sunday, 8th July

SAIGON, BANGKOK, SINGAPORE & DELI—Regular monthly Passenger Service

CALCUTTA—Monthly Service via Singapore and Rangoon.
"MALAY MARU" ... ... Saturday, 7th July

VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai and Japan Ports.—Taking cargo to OVERLAND POINTS U.S.A. & CANADA—Passenger Service.
"ARIZONA MARU" ... ... Saturday, 14th July

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco—Panama and Cuban Ports.
"HAMBURG MARU" ... ... Tuesday, 10th July

JAPAN PORTS—Shanghai, Dairen, Kobe & Yokohama.
"LONDON MARU" ... ... Sunday, 22nd July

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passenger.
"KAIJO MARU" ... ... Sunday, 8th July, Noon.
"AMAKUSA MARU" ... ... Sunday, 15th July, Noon.

TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... ... Thursday, 5th July

TAKAO DIRECT.
"KISHU MARU" ... ... Monday, 16th July,

For sailing dates and further particulars please apply to:
K. SHIMA, Manager. [9
Tel. Central No. 4930.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Port.	Steamer.	Date of Departure
SWATOW & BANGKOK	"KWANGTUNG"	On 3rd July, Noon
AMOY & SHANGHAI	"HANYANG" ...	On 3rd July, 4 p.m.
SWATOW & AMOY	"KAYING" ...	On 3rd July, 4 p.m.
MANILA	"TAMING" ...	On 3rd July, 4 p.m.
CHEFOO & NEWCHWANG	"PAOTING" ...	On 4th July, D.L.
SHANGHAI	"NEWCHWANG"	On 4th July, D.L.
WEIHAIWEI, CHEFOO & TIENTSIN ...	"KUEICHOW" ...	On 4th July, Noon.
SWATOW & SHANGHAI	"SUNNING" ...	On 5th July, Noon.
SHANGHAI & TSINGTAO... ...	"SHANTUNG" ...	On 7th July, 4 p.m.
SWATOW, SHANGHAI & FUKOW ...	"LIANGCHOW"	On 8th July, 4 p.m.
AMOY & SHANGHAI	"SOOCHOW" ...	On 10th July, D.L.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freights or Passage apply to— BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS LTD.)
Agents.

TELEPHONE CENTRAL 33.

CARGO & PASSAGE CAN BE BOOKED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) [4

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong, for Manila, Sandakan, & Aus. Ports.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
Telephone Central No. 33. (JOHN SWIRE & SONS, LTD.) Agents

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "West Ivan" ... ... Due Hongkong 16th July.
Leave Hongkong 19th July.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS OF ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, ILOILO AND CEBU.

U.S.S.B. "West Sequana" ... ... Due Hongkong 2nd July
Leave Hongkong 3rd July.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Prospect" ... ... Due Hongkong 7th July.
Leave Hongkong 9th July.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT,
General Agent for
JAPAN-CHINA-PHILIPPINES.
INDO-CHINA-STRAITS & JAVA.

1st Floor, Queen's Building.
Phone Central No. 3006.

U. P. BRADFORD, Res. Agent. [22

DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON

For NEW YORK & BOSTON via SUEZ

S.S. "WRAY CASTLE" ... ... sailing on or about 10th July.
S.S. "EGREMONT CASTLE" ... ... sailing on or about 7th August.
S.S. "BOWES CASTLE" ... ... sailing on or about 7th Sept.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR BRINDISI, VENICE & TRIESTE

S.S. "FIUME-L ... ... sailing on or about 3rd July.
S.S. "DUCHESSA D'AOSTA" ... sailing beginning of August.
S.S. "TRIESTE" ... ... sailing on or about end of Aug.
S.S. "ROSANDRA" ... ... sailing on or about end of Sept.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "DUCHESSA D'AOSTA" ... sailing on or about 5th July.
S.S. "TRIESTE" ... ... sailing on or about 2nd August.
S.S. "ROSANDRA" ... ... sailing on or about 2nd Sept.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... ... sailing on or about 25th July.
Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED
Agents.
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POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Canada, U.S.A., Japan, Shanghai and London via New York 1st June. ...	*Empress of Asia* ...	3rd July
Australia & Manila	*Victoria*	3rd July.
Manila	*Pres. Wilson* ...	3rd July
Jap. & Shanghai	*Taiyo Maru*	3rd July
Straits	*Matsuye Maru* ...	4th July
Europe via Suez (Letters only, 7th, June and Letters via Brindisi, 5th June.) ...	*Autolycus*	4th July.
Japan	*Ganoa Maru* ...	5th July.
Straits	*Scheer*	5th July.
Manila	*Pres. Grant* ...	7th July.
Europe via Suez (Parcels only) 7th June.	*Leucadion* ...	7th July
U.S.A., Japan and Shanghai	*Pres. Madison* ...	10th July.
London, Parcels (5th June.) ...	*Kashmir*	14th July.
Australia & Manila	*Aki Maru*	16th July.

OUTWARD MAILS.

For	Per	Days.
*Swatow and Bangkok	*Kwongtung* ...	Tuesday 3rd, 10.30 A.M.
Japan, Canada, U.S.A., *C. & *S. America & *E. ROPE via Victoria, B.C.—due Victoria, B.C. 25th July.	*Philoctetes* ...	Registration 10.45 A.M. Letters 11.00 A.M.
Straits, Egypt & Europe via London—due London about 8th August	*Inchaon*	Registration 11.45 A.M. Letters Noon
Swatow, Amoy and Foochow.... ...	*Haifoong*	Noon
Shanghai, Japan, Honolulu, Canada, U.S.A Central & South America & *EUROPE via SAN FRANCISCO du San Francisco, 26th July ...	*Pres. Wilson*	Parcels ... Noon Registration 5.00 P.M. Letters ... 5.00 P.M.
Straits and Calcutta	*Takada*	1.00 P.M.
Amoy	*Hanyang* ...	2.30 P.M.
Saigon	*Bushu Maru* ...	2.30 P.M.
Swatow, Amoy	*Kaying*	2.30 P.M.
Manila	*Taming* ...	2.30 P.M.
Straits and Calcutta	*Tukuda*	Wednesday, 4th, 12.3 P.M.
Shanghai	*Tjisondari* ...	2.0 P.M.
Swatow, Amoy and Formosa	*Soshu Maru*	Thursday, 5th. 9.00 A.M.
Swatow, Amoy and Foochow ...	*Haicheng*	Friday, 6th, Noon
Shanghai, Japan, Canada, U.S.A., Central & South America, & *EUROPE via VICTORIA B.C. —due Victoria, 28th July ...	*Pres. Grant* ...	Saturday, 7th, Parcels Noon Registration 9th, 8.00 A.M. Letters 8.00 A.M.
Saigon, *Straits, Ceylon, Mauritius, La Marques, South Africa, India via Dhanushkodi, Aden, Egypt & *EUROPE via MARSEILLES—due Marseilles, 12th Aug.	*Chili*	Monday, 9th, Registration 12.45 P.M. Letters 1.30 P.M.
Swatow Amoy and Foochow	*Haihong* ...	Tuesday, 10th, Noon
Straits, Ceylon, Mauritius, La Marques, South Africa, India via Dhanushkodi, Bombay, Aden, Egypt & EUROPE via MARSEILLES—due Marseilles, 11th Aug....	*Malwa*	Parcels, ... 5.00 P.M. Wednesday, 11th, Registration 8.45 A.M. Letters... 9.30 P.M.
*Straits, *Ceylon, *Mauritius, *La Marques, *S. Africa, *India via D'kodi, *Egypt & *EUROPE via Marseilles—due Marseilles 14th Aug. ...	*Katori Maru* ...	Registration 8.45 A.M. Letters 9.00 A.M.

LOCAL AND REGULAR MAILS OUTWARD

From Shewngwan Branch For	On Week-days	On Sunday	On Holiday
Canton and Samshui	7.30 A.M. 9.30 P.M.	9.30 P.M.	7.30 A.M. 9.30 A.M.
Tai Ping Tang	9.30 P.M.		9.30 P.M.
Shek Ki	9.30 P.M.	9.30 P.M.	9.30 P.M.
Kongmoon	6.00 P.M.	9.30 P.M.	6.00 P.M.
Kaukong...	6.00 P.M. 6.00 P.M. 6.00 P.M. Except Saturdays	6.00 P.M.	6.00 P.M.
Wuchow	4.00 P.M.	10.0) A.M.	4.0) P.M.

Printed at "HONGKONG DAILY PRESS" Office.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT)

"RHESUS" 9TH JULY London, Rotterdam & Hamburg.
"TROILUS" 16TH JULY London, Rotterdam & Hamburg.
"HELENUS" 23RD JULY London, Rotterdam & Antwerp.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

"NINGCHOW" 16TH JULY Genoa, Marseilles, Liverpool & Glasgow.
"PELEUS" 1ST AUG. Marseilles, Havre, Liverpool & Glasgow.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"PHILOCTETES" 3RD JULY } Victoria, Seattle & Vancouver.
"TYNDAREUS" 24TH JULY }

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"DIOMED" 5TH JULY via Suez.
"TELEMACHUS" 15TH JULY via Suez.

PASSENGER SERVICE

"SARPEDON" 9TH JULY for Shanghai.
"SARPEDON" 7TH AUG for Singapore, Marseilles & London
PATROCLUS" 4TH SEPT. for Singapore, Marseilles & London
MENTOR" 17TH SEPT. for Singapore & London.
"TEIRESIAS" 5TH NOV. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.),
AGENTS.

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COMMERCIAL

OPENING QUOTATIONS

30th June, 1923

On London.—	
Telegraphic Transfer ...	2/3
Bank Bill, on demand ...	2/3 1/16
Bank Bill at 20 days, sight ...	—
Banks Bills, at 4 months' sight	2/3½
Credits, at 4 months' sight ...	2/3 11/16
Documentary Bills, 4 months' sight	2/3 13/16
On Paris.—	
Bank Bills, on demand	830
Credits, 4 months' sight	900
On New York.—	
Bank Bills, on demand	51½
Credits, at 60 days' sight	51⅝
On Bombay.—	
Telegraphic Transfer ...	167½
Bank Bills, on demand ...	
On Calcutta.—	
Telegraphic Transfer ...	67½
Bank Bills, on demand ...	
On Shanghai.—	
Bank Bills, at sight ...	nom.
Private, 20 days' sight ...	
On Yokohama.—On demand	106
On Manila.—On demand	103½
On Singapore.—On demand	98½
On Batavia.—On demand	134
On Haiphong.—On demand ...	nom.
On Saigon.—On demand ...	
On Bangkok.—On demand	82½
Sovereign, Bank's Buying rate ...	$ 8.64
Gold Leaf, 100 fine, per tael ...	48.20
Bar Silver, per oz	3 4

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.
Authorised Capital $50,000,000
Paid-up Capital $20,000,000
Reserve Funds:—
Sterling £4,500,000
Silver $24,500,000
Reserve Liability of Proprietors $20,000,000

Court of Directors:
Hon. Mr. A. O. LANG—Chairman.
D. G. M. Bernard, Esq.—Deputy Chairman.
A. H. Compton, Esq. | W. L. Pattenden, Esq.
G. M. Dodwell, Esq. | J. A. Plummer, Esq.
G. T. M. Edkins, Esq. | H. P. White, Esq.

Chief Manager:
Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—
J. MCARTHUR, Esq.
Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 14th June, 1923. [27

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Chief Manager.
Hongkong, 14th November, 1922. [28

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

Paid-up Capital	£3,000,000
Reserve Fund	£3,800,000
Reserve Liability of Proprietors ...	£3,000,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hongkong, May 8th, 1923. [31

THE MERCANTILE BANK OF INDIA, Limited.

HEAD OFFICE:
15, Greenchurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,950,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,200,000

BANKERS:
THE BANK OF ENGLAND,
THE LONDON JOINT CITY & MIDLAND BANK, LTD.

BRANCHES:
Bangkok Hongkong Kuala Lumpur Rangoon
Bombay Howrah Madras Shanghai
Calcutta Kandy New York Simla
Colombo Karachi Penang Singapore
Delhi Kota Bhara Port Louis (Mauritius)
Galle

HONGKONG BRANCH.
Every description of Banking and Exchange business transacted.
INTERERT allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application,
N. C. WILSON,
Manager.
7 Queen's Road Central,
Hongkong, May 31st, 1922. [30

THE CHINESE MERCHANTS BANK, LTD.

華商銀行有限公司

HEAD OFFICE
Alexandra Buildings, Chater Road.
GENERAL Banking and Exchange business transacted.
Loans granted on approved securities.
Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.
The Bank also conducts a Savings Department
K. C. LAU,
Chief Manager.
38

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)
Established 1824.

A. Capital ...	F. 100,000,000	$82,333,333
Paid-up Capital ...	F. 80,000,000	$66,666,666
Reserve Fund ...	F. 19,445,200	$1,620,433
Special Reserve ...	F. 22,540,000	$1,888,333

Head Office:—Amsterdam.
Branches at:
The Hague:—Rotterdam.
Head Agency:—Batavia.

BRANCHES:—

Bandjermasin	Macassar	Shanghai
Bandoeng	Medan	Singapore
Bombay	Padang	Soerabaia
Calcutta	Palembang	Soerakarta
Cheribon	Pekalongan	(Solo)
Djember	Penang	Tegal
Djokjakarta	Pontianak	Tjilatjap
Kobe	Rangoon	Weltevreden
Kota-Radja	Samarang	

Correspondents at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.
London Bankers:—The National Provincial and Union Bank of England, Limited.
The Bank buys and sells and receives for collection Bills of Exchange issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.
W. H GROSKAMP
Agent.
Hongkong, September 4th 1922. [37

THE BANK OF CHINA.

中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorised Capital	$40,000,000.00
Paid-up Capital	12,379,200.00
Reserve Funds	8,627,672.00

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—4, Queen's Road Central. Branches and sub-branches all over China and Correspondents in Europe, America, and other parts of the world.
London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Company New York.
Interest allowed on Current Accounts and Fixed Deposits, Terms on application.
Every Description of Banking Business transacted.
Loans granted on approved securities.
Special facilities for Remittances.
TSUYEN PEI
Manager.
Hongkong, September 8th 1921. [33

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 10 Des Voeux Road C, HONGKONG.
Established 1919.

Authorised Capital ...	$10,000,000.00
Paid-up Capital ...	5,000,000.00
Reserve Fund ...	500,000.00

DIRECTORS:
Mr. PUNG WAI TUNG, Chairman.
Hon. Mr. Chow Shou Son,
Mr. Li Koon Chun, | Mr. Kan Ying Po,
Mr. Fung Ping Shan, | Mr. Mok Ching Kong,
Mr. P. K. Kwok, | Mr. Wong Yue Tong,
Mr. Kan Chiu Nam, | Mr. Chan Ching Shak,
Mr. Huynh Tai, | Mr. Ng Chang Luk.

Chief Manager ... Mr. Kan Fen Fai
Asst. Manager ... Mr. Li Tse Fong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
PARIS	SAN FRANCISCO
SHANGHAI	YOKOHAMA
KOBE	SAIGON
NAGASAKI	PENANG
SINGAPORE	HANKOW
TIENTSIN	BATAVIA
MANILA	SOURABAYA
SAMARANG	BOMBAY
CALCUTTA	CANTON

London Bankers:—The London Joint City and Midland Bank, Ltd.
Every description of Banking and Exchange business transacted, Loans granted on approved securities.
Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 1 month at the rate of 3 per cent. per annum
For 6 month at the rate of 4 per cent. per annum
For 12 month at the rate of 5 per cent. per annum
KAN TONG PO
Chief Manager.
Hongkong, February 26th, 1922. [24

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) ...	Yen 100,000,000
Reserve Fund ...	Yen 69,000,000

HEAD OFFICE YOKOHAMA.
Branches and Agencies at

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Anglice	Nagoya	Shimonoseki
Mukden	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Honolulu	Pekin	Tsinanfu
Harbin	Rio de Janeiro	Tsingtau
Ka Yuan	Saigon	Vladivostock

Interest allowed on Current Accounts.
Deposits received for fixed periods at per rates to be obtained on application.
T. SHIHIYAMA,
Manager.
19th March, 1923. [29

THE BANK OF TAIWAN, Limited.

(TAIWAN GINKO);
Incorporated by Special Imperial Charter 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	" 52,500,000
Reserve Funds	" 12,193,000

HEAD OFFICE:—TAIPEH, FORMOSA
BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Kosteng, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Taiton, Tamsui, Tehyen, Heito.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

LONDON BANKERS,
LONDON COUNTY WESTMINSTER AND PARR'S BANK.
The Bank has Correspondents in Commercial Centres in the European Continent, Russian Manchuria, Tsingtau, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.
Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.
S. KONDOH
Manager.
HONGKONG BRANCH,
2, Des Voeux Road.
Hongkong, 7th September, 1922

BANQUE DE L'INDO-CHINE, PARIS.

HEAD OFFICE: 96 Boulevard Haussmann, PARIS

Subscribed Capital ...	Frs. 72,000,000.00
Paid-up Capital ...	Frs. 62,400,000.00
Reserve Funds ...	Frs. 69,567,581.14

BRANCHES.

Bangkok	Hongkong	Saigon
Battambang	Mongtse	Shanghai
Canton	Nouméa	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Pekin	Tourane
Hankow	Pnom-Penh	Yunnanfu
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: The Equitable Trust Co.; Messrs. J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
V. MARROT,
Acting Manager.
Hongkong, July 12th, 1921. [32

Printed and Published by HENRY ADOLPHUS CARTWRIGHT for the HONGKONG DAILY PRESS, LTD., at 10a, Des Voeux Road, Central, Victoria, Hongkong. London Office: 131 Fleet Street, E.C.